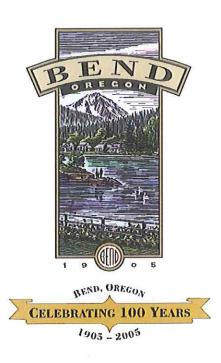
Transportation System Development Charges

Prepared For City of Bend



September 7, 2011

Executive Summary

Background

The City of Bend (the City) embarked on an effort to update its transportation system development charges (SDCs) in January 2009. This effort was to include an analysis of a potential new overlay (also referred to as "supplemental") SDC for an area in north Bend, as well as an update to the City-wide SDCs. The overlay SDC was being considered as a potential funding source for the City's share of improvements to the Highway 97 and Cooley Road intersection project. Total City funding needs for Highway 97 and Cooley Road intersection improvements were estimated at approximately \$50 million (including construction of the mid-term improvements, formation of a TMA in Juniper Ridge, and first phases of implementing the NE Bend Transportation Study projects), and were to be funded through a combination of SDC, urban renewal and land sales revenues.

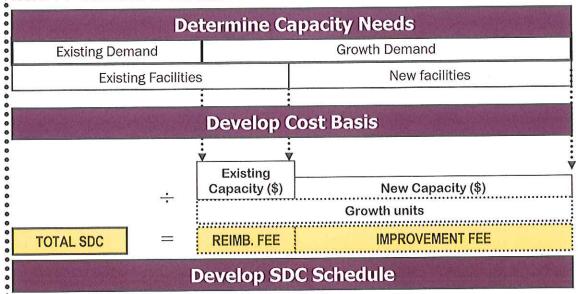
The objectives of the City-wide SDC update were to develop a new SDC project list and SDC fees that reflected current project needs and cost estimates, and to update the methodology consistent with current industry standards.

Summary of Methodology

The recommended SDC methodology is based on a combined reimbursement and improvement structure. This structure, which is shown graphically in Figure 1, consists of the following three elements:

- Determine capacity needs
- Develop cost basis
- Develop SDC rate schedule

FIGURE 1-1—OVERVIEW OF RECOMMENDED SDC METHODOLOGY



The reimbursement fee is based on the value of available capacity in the system that will serve growth. The improvement fee is based on future capital costs associated with providing growth's additional capacity needs (above what is already available in the system). Together, the reimbursement and improvement fees recover costs equal to growth's capacity needs.

The cost basis of existing capacity is divided by the forecast growth units (trips) to determine the reimbursement fee per trip. The cost basis of new capacity is divided by the forecast growth units to determine the improvement fee per trip. Finally, the reimbursement fee and improvement fee for individual developments are determined by multiplying the fees per trip by the number of trips attributed to the development. As discussed below, a compliance charge is added to determine the total SDC payable (reimbursement fee plus improvement fee plus compliance charge).

Major Findings

Potential Overlay SDC

The Transportation SDC update included an analysis for a possible Transportation SDC overlay area that would contribute funds to the US 97/ Cooley Road intersection improvements. At the time the overlay SDC concept was first envisioned, the intersection of US 97/Cooley Road was operating near capacity and above ODOT's mobility standard, restricting the ability to approve significant land uses in the area. The improvements identified for US 97/Cooley Road (i.e., the Mid-Term Concept) to provide relief from congestion were not necessarily part of ODOT's long-term corridor solution and therefore, non-ODOT funding sources were needed for project implementation. The overlay SDC was evaluated as an equitable funding option, as the improvements envisioned for the intersection could potentially provide a disproportionate benefit to new development within the overlay area, compared to development elsewhere in the city.

The SDC analysis determined that potential overlay SDCs would range from \$2,500 per trip to over \$6,000 per trip, depending on the methodology used. A memorandum summarizing the overlay SDC analysis and methods is included in Appendix A of this report.

Over the course of the SDC Update project, development and other conditions continued to evolve with respect to the overlay area and the planned improvements. Specifically, traffic volumes and near-term development pressures were reduced (as a result of the economic recession) and the improvements were being viewed as part of a longer-term solution that provided City-wide benefit in addition to supporting development in the overlay area. Discussions with ODOT on the nature of the improvements continued, with smaller scale 'practical design' options being considered. In addition, the City and ODOT were pursuing a funding partnership for the improvements as part of the Juniper Ridge Employment Sub-District rezone agreements.

As both the nature of the improvements and potential funding sources changed, the rationale for an overlay SDC was reduced. As a result, various improvements for the north area of Bend are included in the City-wide project list, for the purposes of the current SDC Update. In the future, if local development pressure increases and ODOT is unable to fund their portion of the improvements in a desirable timeline, the overlay SDC may be reconsidered as a viable option.

City-Wide SDC Update

Improvement Fee Cost Basis

A summary of the SDC improvement project costs by project type is provided in Table ES-1. The full project list can be found in Appendix B (Table B-1). As shown in Table ES-1, the SDC Project list includes 206 planned improvements within the 2030 planning period. The planned improvements include new facilities and upgrades to existing facilities in order to increase capacity and improve the level of performance of the transportation system.

Table ES-1
SDC Project List
Summary of Improvement Projects by Category and Need

Category	# of Projects	Total \$	Growth \$	Growth %	% of Total Growth Cost
New Road Construction					
Capacity	7	\$25,800,974	\$25,800,974	100%	17.4%
Safety	11	\$29,056,078	\$7,606,657	26%	5.1%
Modernization					
Capacity	14	\$46,721,482	\$14,198,746	30%	9.6%
Safety	22	\$39,703,143	\$12,352,803	31%	8.3%
Multimodal	63	\$13,372,578	\$13,372,578	100%	9.0%
Intersections					
Capacity	32	\$49,841,606	\$49,256,606	99%	33.3%
Safety	23	\$19,243,982	\$5,540,682	29%	3.7%
Multimodal	2	\$1,482,000	\$1,482,000	100%	1.0%
Other	3	\$1,966,000	\$603,866	31%	0.4%
Crossing	9	\$16,623,563	\$5,840,419	35%	3.9%
Other	1	\$35,000	\$7,933	23%	0.0%
ODOT					
Capacity (Performance)	8	\$37,400,000	\$10,545,667	28%	7.1%
Safety	2	\$210,000	\$46,443	22%	0.0%
Multimodal	.9	\$1,333,934	\$1,333 <u>,</u> 934	100%	0.9%
Total Improvement Projects	206	\$282,790,340	\$147,989,307	52%	100%

The total estimated costs of the planned improvements are \$282.8 million.1

Project Cost Allocations

Table ES-1 shows that of the total costs on the SDC improvement project list, almost \$148 million (52 percent of costs) are growth-related, based on a capacity analysis of each project. These project cost allocations reflect the following methods for determining growth's share:

- New Road and Intersection Capacity Projects; Multimodal Projects capacity analysis uses a "standards-based" approach, whereby growth costs are equal to total future project costs less any existing deficiencies, where existing deficiencies are defined by:
 - Roadways and Intersections current volume to capacity ratios > 1.0

¹ Projects included in the safety, multimodal and other categories may increase capacity and the costs attributable to the increase in capacity may be allocated to improvement fees.

- Multimodal Projects existing population capacity need (as determined by the current population X the future planned linear feet of bike and pedestrian facilities per capita), less current linear feet of bike and pedestrian facilities.
- 2. Level of Performance Improvements (Improvements to existing facilities to address safety and other performance considerations) capacity analysis uses a "capacity utilization" approach, where the growth share is equal to the percent of future 2030 trips, generated by new development in the City's UGB, based on data from the Bend MPO travel demand model.

Using these approaches, new roadway and multimodal project costs are allocated 100 percent to new development, as there are no existing deficiencies. Intersection capacity costs are allocated 99 percent to growth, reflecting an existing deficiency for the 4th Street/Butler Market intersection only. The remaining project categories reflect an allocation to growth of 22 percent to 35 percent, based on the average of individual trip volume allocations within the category.

Reimbursement Fee Cost Basis

The reimbursement fee is calculated based on the original cost of reserve capacity from arterial and collector street improvements built with city funds (exclusive of grants and developer contributions) since 1996. Specific projects included in the reimbursement fee cost basis are shown in Table B-2. The total value of the completed projects is \$73.1 million, of which \$21.0 million is allocated to growth, based on new development's share of the future 2030 traffic volumes on each roadway segment and intersection.

Maximum-Allowable SDC Schedule

Based on the project lists and the cost allocation approaches described above, the maximum-allowable cost per trip is equal to \$7,975, and is comprised of the following components:

\$6,948 (improvement fee) + \$1,027 (reimbursement fee) = \$7,975 combined fee

The reimbursement fee includes a portion of historical interest costs, associated with debt financing of completed projects. In addition, local governments are entitled to include in the SDCs, a charge to recover costs associated with complying with the SDC law. Compliance costs include costs related to developing and administering the SDC methodology, project list, and credit system, as well as annual accounting costs. The compliance charge per trip is calculated to be \$83 per trip.

The transportation SDC for an individual development is based on the cost per trip (\$8,058, including the compliance charge), and the number of trips attributable to a particular development, where the number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Adjustment Factors X Development Units

The standard practice in the transportation industry is to use Institute of Transportation Engineers (ITE) trip generation rates to determine the SDCs for *individual* developments. Adjustments include pass-by and diverted linked trip factors for some land uses. Pass-by trips refer to trips that occur when a motorist is already on the roadway, as in the case of a traveler stopping by a fast-food restaurant on the way home from work. In this case, the motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new (or primary) trip on the roadway. A diverted linked trip is a

similar type of non-primary trip but in this case the motorist will divert from a primary route to access a nearby use (e.g., a vehicle may turn off a major roadway onto an intersecting street to access a land use), and then return to the original route to complete the trip.

Fiscally-Constrained SDC

Tables ES-1 and B-1 represent the total project costs that have been identified to meet the needs of existing and future development through 2030. In order to maintain the transportation SDC at current levels (about \$4,456 per trip), staff prioritized improvement projects and developed a fiscally-constrained list, as shown in Table C-1 (Appendix C). The total costs of the projects included on the fiscally-constrained list are \$118.5 million, of which \$71.1 million is related to meeting the capacity needs of future growth. Using the fiscally-constrained project list, the combined SDC is \$4,363 without the compliance charge (\$4,446 with compliance charge.)

\$3,336 (improvement fee) + \$1,027 (reimbursement fee) = \$4,363 combined fee

Example SDCs, based on the fiscally constrained unit costs and the City's existing trip rates² and adjustment factors are shown in Table C-2. The SDC for a single family dwelling unit is \$4,490. The SDCs shown in Table C-2 include the reimbursement fee, the improvement fee, and the compliance charge.

Report Contents

This report is organized as follows:

- Executive Summary Provides a summary of the SDC methodology and major project findings.
- Section 1 Introduction Provides background on transportation SDCs in Bend, and summarizes the project objectives and SDC statutory requirements.
- Section 2 Project List Development Provides information on the project identification and cost estimation process.
- Section 3 Capacity Analysis Presents the approaches used to allocate project costs between existing development and growth.
- Section 4 Cost Basis Summarizes the maximum-allowable reimbursement and improvement costs, based on the approaches and assumptions presented in Section 3.
- Section 5 SDC Schedule Provides information on maximum-allowable systemwide unit costs, the process for assessing SDCs to individual developments, and method for updating for future cost escalation.
- Section 6 Fiscally-Constrained SDC Presents a modified improvement fee cost basis and SDC comparable to existing transportation SDC levels.

² The City currently uses the 7th Edition of the ITE Trip Generation report to determine PM peak hour trip rates for individual land uses. In cases where a PM peak hour trip rate for a specific land use (as estimated by "Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.") is not provided in the 7th Edition, but is available in a more current edition, the latter will be used to determine the PM peak hour trip rate for that land use.

 Section 7 – Implementation Considerations – Provides information on process for amending SDCs, providing credits, and other implementation issues.

Appendix A - Overlay SDC Analysis

Appendix B – SDC Improvement Project List and Completed Project List (Reimbursement Fee)

Appendix C - Fiscally-Constrained SDC Project List and Sample SDCs

Introduction

Background

The City of Bend (City) adopted its current transportation system development charge (SDC) methodology in 2003 (documented in the report, "Transportation System Development Charge Methodology Review", FCS Group). The current methodology is based on the uniform application of SDCs city-wide (i.e., there are no geographically-differentiated SDCs). The City is projecting the need for significant investment in high priority major transportation road projects city-wide, including improvements on state facilities such as Highway 97 at Cooley Road (i.e., the Mid-Term Project). The City and ODOT have signed an intergovernmental agreement (IGA) that defines the funding and timing for the Mid-Term project. The Mid-Term project is needed to facilitate approval from ODOT for rezoning and development in the north area of Bend and relates to the first major land rezoning in Juniper Ridge.

The City embarked on an effort to update its transportation SDCs, including evaluation of a new overlay (also referred to as "supplemental") SDC for an area in north Bend, as well as an update to the City-wide SDCs. The purpose of the Transportation SDC Update Project (the Project) was to review the current methodology in the context of current industry practices and statutory requirements and the City's infrastructure funding needs. A major component of the Project was to update the transportation system capital project list. The City's Transportation System Plan (TSP) has not been updated since the current SDCs were adopted; however, some projects and costs have been refined through the capital improvement planning process, as well as area-specific studies (e.g. Northeast Bend Transportation Study and other corridor studies). Furthermore, the City has experienced significant growth and construction of facilities since the current SDCs were adopted.

Project Objectives

Specific project objectives included:

- Evaluation of a supplemental SDC that, along with property sales and urban renewal resources, would provide funding for the Mid-Term project.
- Development of a city-wide SDC methodology that will result in an equitable and defensible allocation of transportation improvement costs to new development within the planning period.
- Key stakeholders will be informed of the process and provided the opportunity to give feedback on the preliminary analysis and recommendations.

This report describes the updated SDC methodology and calculations for the City's transportation system. The revised methodology and calculations are consistent with the framework set forth by Oregon SDC legislation (ORS 223.297-314).

Stakeholder Involvement

As part of the Project, the City engaged a number of stakeholders in the project list and methodology development process. Major stakeholders included the following:

- Bend City Council: Council met in work sessions to review the SDC overlay proposal and the SDC methodology.
- Juniper Ridge Management Board: The Board reviewed the proposed SDC Overlay methods and proposals.
- Central Oregon Builders Association (COBA): City staff met three times with a subcommittee of COBA to review and comment on the methodology, project lists and costs.
- Other Development Stakeholders: City staff held a Stakeholders Sounding Board Meeting and an Open House for members of the COBA work group and other stakeholders to review the methodology.
- Existing City residents: The SDC report that includes the methodology and project list
 was reviewed during the City Council adoption process.

Feedback collected through these meetings helped formulate the Project recommendations.

Oregon SDC Law

Oregon Revised Statutes 223.297-223.314 authorize local governments to assess SDCs for the following types of capital improvements:

- Drainage and flood control (i.e., storm water)
- Water supply, treatment, and distribution
- · Wastewater collection, transmission, treatment, and disposal
- Transportation
- · Parks and recreation

In addition to specifying the infrastructure systems for which SDCs may be assessed, the SDC legislation provides guidelines on the calculation and modification of SDCs, accounting requirements to track SDC revenues, and the adoption of administrative review procedures. A summary of key provisions is provided below.

SDC Structure

Oregon law allows that an SDC may include a reimbursement fee, an improvement fee, or a combination of the two.

Reimbursement Fee

The reimbursement fee is based on the value of available reserve capacity associated with capital improvements already constructed or under construction. The methodology used to calculate the reimbursement fee must consider the cost of existing facilities, prior contributions by existing users, the value of unused capacity, grants, and other relevant factors. The objective of the reimbursement fee methodology is to require new users to contribute an equitable share of the capital costs of existing facilities. When new users connect, they pay for their share of the available reserve capacity through the SDC reimbursement fee, and the money received can be used to retire existing debt or to fund other capital needs.

Improvement Fee

The improvement fee is designed to recover all or a portion of the costs of planned capital improvements that add system capacity to serve future customers. Revenues generated through the improvement fees are dedicated to funding capacity-increasing capital improvements or the repayment of debt on capacity-increasing improvements.

Credits

The legislation requires that a credit be provided against the improvement fee for the construction of "qualified public improvements." Qualified public improvements are improvements that are required as a condition of development approval, identified in the system's capital improvement program, and either (1) not located on or contiguous to the property being developed, or (2) located in whole or in part, on or contiguous to, property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

Review and Notification Requirements

The methodology for establishing or modifying improvement or reimbursement fees shall be available for public inspection. The local government must maintain a list of persons who have made a written request for notification prior to the adoption or amendment of such fees. The notification requirements for changes to the fees that represent a modification to the methodology are 90-day written notice prior to first public hearing, with the SDC methodology available for review 60 days prior to public hearing.

Other Provisions

Other provisions of the legislation require:

- Preparation of a capital improvement program or comparable plan (prior to the
 establishment of a SDC), that includes a list of the improvements that the jurisdiction
 intends to fund with improvement fee revenues and the estimated timing, cost, and
 eligible portion of each improvement.
- Deposit of SDC revenues into dedicated accounts and annual accounting of revenues and expenditures, including a list of the amount spent on each project funded, in whole or in part, by SDC revenues.
- Creation of an administrative appeals procedure, in accordance with the legislation, whereby a citizen or other interested party may challenge an expenditure of SDC revenues.

The provisions of the legislation are invalidated if they are construed to impair the local government's bond obligations or the ability of the local government to issue new bonds or other financing.

Project List Development

Introduction

The project list was developed in close coordination with City staff, and was informed by previous project lists (previous SDC list, adopted Capital Improvement Program, Transportation System Plan, Bike and Pedestrian Priority Lists, and Corridor Studies). The objective was to prepare a comprehensive transportation improvement project list in order to determine the full extent of system needs and costs, for potential use in calculation of the updated SDCs.

Project Identification

Identification of projects for the updated Project List followed a four-step process:

- 1. The 2006 SDC Project List was reviewed and updated by City staff to reflect projects completed since the last SDC Project List completion.
- 2. The project list was expanded to include 2009 Transportation System Plan projects. The resulting list includes projects inside and outside the current Urban Growth Boundary.
- 3. Additional documents were used to develop the overall project list including the Murphy Road Corridor Study, Reed Market Road Corridor Study, and the Empire Road Corridor Study. In addition, staff reviewed bike priority lists developed by the Deschutes County Bike and Pedestrian Committee, Safety priority projects developed by the Traffic Safety Advisory Committee, and projects identified in consultation with the City ADA Manager.
- From the complete project list, projects outside the current UGB or with a project date beyond 20 years (2030) were identified for exclusion from the SDC Project List.

The SDC Project List is set up using corridors as the main identifier. Corridors were established around the City to help group potential projects together. Under each corridor, the project is identified by street and location as well as a project description. Additional information is included to help sort and filter the list. This includes whether the project is within the current UGB, related to the Juniper Ridge Special Planned Area, or related to the Murphy Crossing project. Each project also has the adopted plan or program identified, what type of improvement is planned, the need for the improvement, and the project timeline. Additional information regarding the project list is included below.

The SDC Project List is shown in Appendix B.

Project Types

A total of 10 different typical project types were estimated, as follows:

1. New road construction - projects in areas where no improvements currently exist

- 2. Full modernization projects requiring full reconstruction
- 3. Partial modernization projects not anticipated to need full reconstruction, but will require partial improvements
- 4. Intersection modernization intersection improvement projects
- 5. Crossing structures bridges and other structures
- 6. Others uncategorized projects
- 7. Completed completed projects
- 8. Studies traffic, corridor, and area studies
- ODOT facilities projects within ODOT facilities, some of the projects do not have associated costs because they are anticipated to be completed by ODOT
- 10. TSP project, no improvement planned projects from the TSP list which are not anticipated to be completed

Project Drivers/Needs

The need for each project is identified and classified as:

- Capacity Capacity related projects are mainly intersection and corridor improvement related and are needed to improve traffic operations.
- Safety Projects which have safety issues, but not necessarily capacity issues are identified with a safety need. However, safety projects often provide some increase in capacity through improved performance.
- Multi-modal Multi-modal projects are identified projects to improve bike and pedestrian mobility and increase capacity for bike and pedestrian traffic
- Others The projects not specifically tied to one of the first three categories are identified as others.

Project Timeline

Each project has an anticipated date the project will be needed. The project timelines have been categorized as:

- Immediate (short term need)
- Future (within 20 year planning period 2030)
- Developer (private developers will complete by 2030)
- Beyond 2030 (outside of current planning window)

Project Cost Estimation

The project description was used to develop the project improvement and estimated project costs were developed for each project description. Based upon the project type, and previous cost estimates completed, as described below, these could be either lump sum or lineal foot estimates. These costs are to be used for general use and attempt to present

representative project costs for each project type. While individual projects may be higher or lower as detailed designs and estimates will later determine, these estimates are based on the best information regarding average costs, and the total costs are intended to represent a sum of the average costs to construct typical projects.

Table 2-1 presents a summary of key unit cost estimates.

Table 2-1

Unit Price Assumptions

Project Description	Estimated Unit Cost	Units
Capacity Three Lane Arterial	\$606	/LF
Full Signal/Intersection Improvements	\$770,000	LS
Multi-Lane Roundabout	\$2,800,000	LS
Muli-use Trail, Curb, Sidewalk Infill and ADA Ramps	\$409	/LF
New 2-Lane Collector	\$546	/LF
New 3-Lane Arterial	\$687	/LF
New 3-Lane Collector	\$550	/LF
New 5-Lane Arterial	\$786	/LF
New Bridge	\$1,890,000	LS
New Traffic Signal	\$378,000	LS
Partial Widening, Curb, Bike Lanes, Sidewalk Infill and ADA Ramps	\$183	/LF
Roundabout Upgrade	\$308,000	LS
Sidewalk Infill and ADA Ramps	\$70	/LF
Signal Modification	\$210,000	LS
Signal Modification/Lane Addition	\$350,000	LS
Single Lane Roundabout	\$1,120,000	LS
Upgrade 2-lanes to 3-lanes (left turn)	\$581	/LF
Upgrade 2-lanes to 3-lanes (left turn) with bike lanes and sidewalks	\$492	/LF
Upgrade 3-Lane Arterial	\$504	/LF

Roadways

Roadway project costs were developed using lineal-foot cost estimations. A general understanding of each project description was used to determine the improvements needed. Unit costs were applied to the line item improvements to develop a construction cost estimate for each project. The unit costs were developed by reviewing past project bids, including private development projects, capital improvement projects, and the ODOT Region 4 Weighted Average Item Price Report by Region, Item, and Quarter from July 2007 through June 2009. Examples of past projects reviewed include private development such as recent NorthWest Crossing projects and City improvements such as the Cooley Road & 18th Street improvements and the Butler Market and Brinson intersection improvements. Engineering, surveying, construction administration, inspection, and contingencies were then added as a percentage of the construction estimate. The intent of the project costing is to utilize unit costs that do not represent either previous peak prices or the current trough. Rather, the costs should represent median unit prices.

The lineal-foot project cost was then applied to each project using the project length included in the project list development. Using aerial photos, a percentage of length requiring improvement was developed for the partial modernization projects. This percentage is then applied to the overall project cost to make allowance for segments that are already improved.

Other Projects

A lump sum project estimate was prepared for projects which do not fit into a lineal-foot type project. These include work from previous project developments (i.e. corridor studies), intersections, and structures. For the lump sum projects, either the estimate completed with previous project development or a general average of similar previous projects was used for the estimate. The complexity and variables involved with intersection and structure projects are the reason these were reviewed as lump sum projects. Little or no design has been completed on these projects, so an estimate was completed to obtain an average project cost. Some improvements will be less extensive and expensive than the estimate, some more. Engineering, surveying, construction administration, inspection, and contingencies were then added to develop an estimated project cost. If these "soft costs" were included in the estimates from prior project development, they were not included separately.

Based upon common industry practices, the following percentages of total construction costs were used for the soft costs;

9	Engineering/Surveying	15%
6	Construction Administration/Inspections	15%
•	Contingency	10%

Right of Way

Right of way costs were estimated for each project type. If right of way costs were included in prior project development estimates, they were left as part of the construction cost estimation. Right of way needs were reviewed for new road construction, full road modernization, and intersections. It is assumed small partial modernization projects will not require additional right of way.

New road construction and full road modernization projects were reviewed based upon current right of way for these areas. These rights of way were then upgraded to meet current City of Bend standards based upon road classification. Through work with the City, the intersection right of way costs were developed separately. Due to the potential variations in right of way needs for each intersection type and geometry, a standard cost per intersection was developed for each intersection type for the purposes of the cost estimates. For a single lane roundabout, it is assumed the purchase of one corner lot is required as well as partial purchases of the remaining lots impacted. For a multi-lane roundabout, the purchase of two corner lots as well as partial purchases of the remaining lots impacted is assumed. Signalized intersections are assumed to require partial purchases of the impacted lots primarily at four corners.

Right of way costs do not include additional building purchase costs except for those included in the full lot purchases with the roundabout projects. Relocation costs are not included in the right of way costs.

Determine Capacity Needs

Introduction

The capacity analysis forms the basis for determining the costs that will be recovered from growth through the SDCs. To comply with Oregon SDC law and industry standard practices, new development cannot be charged for costs associated with capacity needed for existing development conditions — either in the form of used capacity on existing facilities or future expansion needed to remedy existing deficiencies. To be defensible, the methodology must:

- Specify how capacity will be defined (e.g., pm peak volume, volume/capacity ratio, etc.)
- Evaluate existing facility capacity to determine whether existing mobility standards are being met, or if there are existing deficiencies
- Identify the list of projects needed to address growth needs and remedy existing deficiencies
- Allocate project costs between growth and existing development, based on the
 portion of each project that relates to providing capacity for growth vs. addressing an
 existing deficiency or future service level enhancement related to existing
 development.

This section describes the approach to determining growth capacity needs in general, and the methodologies used to determine growth's share of costs for different types of improvements.

System-Wide Growth Capacity Requirements

Like most infrastructure systems, roadway systems are designed to accommodate peak rates of use, which typically occur during the weekday afternoon period between the hours of 4 and 6 p.m. (the "PM peak"). Therefore, roadway system capacity is typically measured by trip generation and mobility standards during the PM peak.

To evaluate the roadway capacity needs and the amount of vehicle trips that are generated within Bend during the weekday PM peak, the Bend MPO regional travel demand model was utilized. The base year travel demand model was utilized to approximate the existing number of trips using the City street network. The future year (2030) travel demand model (including the ODOT STIP and City SDC network improvements) was utilized to determine the growth in trips generated within the City's currently acknowledged Urban Growth Boundary (UGB), as well as to evaluate how the "growth trips" would utilize the roadway network within the City.

Table 2-1 lists the total number of trip ends for the base year and future year scenarios, broken down by trip ends that stay within the City's UGB and trip ends that have one end outside of the City's UGB. As listed, the total number of PM peak trip ends is forecasted to grow from approximately 38,000 trips ends to approximately 59,300 trip ends. The growth in PM peak trip ends (approximately 21,300) represents 36 percent of the total year 2030 trip ends within the City's UGB.

Table 3-1
Model Vehicle Trip Ends Growth (Within the City's currently acknowledged UGB)

	Internal-Internal	Internal-External & External-Internal	Total
Existing Trip Ends	27,900	10,100	38,000
Projected Trip Ends	41,900	17,400	59,300
Growth Trip Ends	14,000	7,300	21,300

Project Cost Allocations

The system-wide growth in trips will be accommodated by existing roadway reserve capacity, as well as planned future capacity expansion. Therefore, a key component of the SDC methodology is allocation of existing facility and planned future facility costs to growth, in proportion to estimated capacity requirements. According to SDC statutory requirements:

"An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities. The portion of the improvements funded by improvement fees must be related to the need for increased capacity to provide service for future users." [ORS 223.307(2)]

Table 3-1 presented the system-wide capacity requirements of growth; however, for purposes of determining potential SDC-eligibility, individual projects are analyzed to determine the portion of costs needed for future growth capacity requirements versus costs associated with raising the level of service or correcting deficiencies for existing development. Two general methods are used for project cost allocations:

- 1. New facilities "standards-based" approach, where the allocation of costs to existing development is limited to correcting any existing deficiency. Existing deficiencies are evaluated based on current performance relative to the appropriate planning/design standard for the particular improvement. For roadways and intersections, the standard is a "volume-capacity ratio (v/c ratio)"³. For multimodal improvements, the standard is linear feet per capita of bikeways and pedestrian ways.
- Level of performance improvements capacity utilization approach (as measured by share of 2030 trips). Improvements to existing facilities to address safety, modernization, and other performance considerations provide capacity for growth

³ Volume-to-capacity ratio is defined as the ratio between the PM peak hour demand in motor vehicle trips divided by the hourly capacity of the facility to serve those trips. For intersections, the capacity of the intersection was determined by the 2000 Highway Capacity Manual Methodology for stop-sign and traffic signal control and by the City of Bend's roundabout methodology for roundabout intersections. For roadway corridor segments, the average link capacity was determined by the link capacity values utilized in the Bend MPO regional travel demand model.

and enhanced performance for existing development, so the costs are allocated in proportion to the utilization of the facilities, as determined for each improvement individually.

Table 3-2 provides a summary of the allocation basis for existing and future development by major project type.

Table 3-2

Summary of Project Cost Allocations - Future Improvements

Project Type	Existing Share	Future Development Share
New Roadways Facilities (Capacity only)	Limited to existing deficiency (i.e., v/c ratio > 1.0)	100% - Existing Deficiency
New Intersection Facilities (Capacity only)	Limited to existing deficiency (i.e., v/c ratio > 1.0)	100% - Existing Deficiency
New Multimodal Facilities	Limited to existing deficiency (i.e., increase in level of service defined by linear feet per capita)	100% - Existing Deficiency
Level of Performance Improvements – Roadway and intersection safety and modernization (other than multimodal); crossings, ODOT, and other improvements	Existing development trips as a percent of total future 2030 trips	Future development trips as a percent of total future 2030 trips

The project cost allocations establish the maximum potential SDC-eligibility for each project. The City may elect to reduce the resulting SDC by funding few projects, or smaller portion of project costs from SDCs.

The cost allocation methodologies are discussed in more detail below.

Future Improvements -- New Roadway and Intersection Facilities (Capacity only)

New roadways and extensions driven by future development capacity requirements are allocated 100 percent to growth, since the capacity is needed entirely for new development. Similarly, new facilities at intersections that are not needed to meet existing mobility standards, but are needed once the growth trips are added to the intersection, are assumed to be 100 percent growth-related, since there is no existing deficiency.

To determine if projects were eligible for this category (i.e., no existing deficiency), existing operating conditions were evaluated to determine if facilities were operating with a v/c ratio less than the required standard. For roadways, the Bend MPO 2030 travel demand model was utilized to compare base year volumes to roadway capacity. For intersections, data was complied from recently completed studies (e.g., the Bend MPO MTP, the Bend UGB Expansion Analysis, the Juniper Ridge Employment Sub-District Transportation Study, and various City corridor studies) and new counts and evaluations were conducted as needed to evaluate each intersection improvement location. The only improvement location that was found to currently exceed operating standards is the intersection of Butler Market Road/4th Street.

Future Improvements – Level of Performance Improvements

For expansion/upgrade of existing facilities (i.e., roadway capacity projects, urban upgrades, and non-development driven intersection improvements), trip volume data by roadway link (from the Bend MPO regional travel demand model) were used to quantify growth's utilization of future roadway and intersection capacity. Growth capacity utilization is estimated based on the growth in trips over the planning period, as a percentage of total future trips for individual roadway links.

The determination of growth's utilization of future roadway and intersection capacity was evaluated by a unique approach utilizing the travel demand model. Traditionally in SDC methodologies, the growth share of total future volume for each improvement is determined by a simple comparison of model volumes in a base year scenario and a future year scenario. However, this comparison does not take into account that existing "users" of the roadway network can change trip choices (destinations and routes) based on the conditions present in the future. For example, if a home owner today drives across town using 3rd Street to reach Home Depot, but in the future uses 18th Street and Cooley Road instead to avoid highway congestion, their utilization of the roadway network changes. Or maybe there is a closer home improvement store that the home owner can drive to in the future and avoid travelling to the north end of town. To address this factor in the SDC evaluation, the "existing share" for each roadway link and intersection improvement was determined by estimating a base year travel demand that takes into account future year destination choices (i.e., scaled 2030 trip-table to base year generation levels) and assigning those trips in the roadway network considering the network conditions that existing in the future year (i.e., year 2030 improved network with year 2030 congestion levels).

Future Improvements – New Multimodal Facilities

Unlike roadway and intersection projects, trip data for bike and pedestrian improvements is not available. Therefore, growth capacity needs for bike and pedestrian facilities are evaluated based on the planned level of service (LOS) basis. The planned LOS is defined as the quantity of future facilities per capita served.

The following equation shows the calculation of the planned LOS:

$$\frac{ExistingQ + PlannedQ}{FuturePopulationServed} = PlannedLOS$$

Where:

Q = quantity (miles of bike or pedestrian facilities), and Future Population Served (within the UGB) =119,009

The existing and future miles of bike and pedestrian facilities are shown in Table 3-3. As indicated, the total future linear feet (Ift) of bikeways are 596,240, including the 501,600 lft. existing. Existing and future linear feet of pedestrian facilities are 702,240 and 934,931, respectively.

Table 3-3
Existing and Future Bike and Pedestrian Facilities

	Existing (lft)	Future (lft)	New
Bicycle Facility TOTALS	501,600	596,240	94,640
Pedestrian Facility TOTALS	702,240	934,931	232,691

Population for estimated existing (base year) and 2030 conditions is presented in Table 3-4. Growth during the planning period is estimated to be 36,729.

Table 3-4
Population Growth

	Estimated Base Year	Year 2030	Population Growth
Population	82,280	119,009	36,729

Table 3-5 presents the existing and planned LOS for bike and pedestrian facilities, based on the existing and planned future facilities presented in Table 3-3 divided by the estimated existing and projected 2030 population presented in Table 3-4.

Table 3-5
Existing and Planned LOS (lft. per capita)

	Existing LOS	Planned LOS
Bike	6.1	5.0
Pedestrian	8.5	7.9

The capacity requirements, or number of linear feet, needed for the existing population and for the growth population are estimated by multiplying the planned (future) LOS for each facility type (from Table 3-5) by the estimated population of each group (from Table 3-4). The need for the existing population is equal to the planned LOS multiplied by the estimated base year population (82,280). Existing users' needs are assumed to be met first by the existing inventory of facilities; any shortfall is assumed to come from planned improvements. The total capacity need required by growth is equal to the product of the planned LOS and the projected increase in population over the planning period (36,729).

Total capacity needs for the estimated existing and growth populations are shown in Table 3-6, based on the LOS and estimated population information shown in Tables 3-5 and 3-4. The additional need for facilities by the estimated existing population is equal to the total inventory needed less the existing inventory (from table 3-3). As Table 3-6 indicates, there is no current deficiency for the estimated base population, as the existing inventory exceeds the existing need. Furthermore, the growth need exceeds the additional capacity added by the improvements.

Table 3-6Existing and Growth Capacity Needs for Bike and Pedestrian Facilities

	Estimated Base Population Need	Existing Inventory	Base Need from Improvements	Growth Need	Growth Need from Improvements
Bike	412,226	501,600	0	184,014	94,640
Pedestrian	646,389	702,240	0	288,542	232,691

Table 3-7 shows the existing and growth allocation for the planned improvements by project type. For growth, the allocated improvements are assumed to equal the total growth need (from Table 3-6) or the total additional planned units (from Table 3-3 and shown also in Table 3-6), whichever is less. In cases where the additional planned units are less than the total growth need, a portion of the existing inventory will be needed to fully serve growth. This is true for both bike and pedestrian facilities.

Table 3-7 Existing and Growth Allocation

	Total Planned Improvements (If)	Existing Allocation (If)	Existing %	Growth Allocation (If)	Growth %
Bike	94,640	0	0%	94,640	100%
Pedestrian	232,691	0	0%	232,691	100%

As shown in Table 3-7, for bike and pedestrian facilities, the LOS decreases so there is no existing deficiency and all future improvements are needed to expand capacity in the system for growth.

Completed Projects

For recently constructed facilities, the travel demand model was used to determine new development's share of the future 2030 traffic volumes on each roadway segment and intersection, similar to the analysis used to determine growth's share of the future project improvements.

Cost Basis

Introduction

The improvement and reimbursement cost bases represent the total costs of growth related capacity through 2030, as determined by the cost allocation analysis described in Section 3. Table 4-1 shows a summary of the improvement and reimbursement cost bases, by major component.

Table 4-1

Improvement and Reimbursement Cost Basis

Category	Total \$	Growth \$	Growth %
Improvement Fee Cost Basis			
New Road Construction		•	
Capacity	\$25,800,974	\$25,800,974	100%
Safety	\$29,056,078	\$7,606,657	26%
Modernization			
Capacity	\$46,721,482	\$14,198,746	30%
Safety	\$39,703,143	\$12,352,803	31%
Multimodal	\$13,372,578	\$13,372,578	100%
Intersections			
Capacity	\$49,841,606	\$49,256,606	99%
Safety	\$19,243,982	\$5,540,682	29%
Multimodal	\$1,482,000	\$1,482,000	100%
Other	\$1,966,000	\$603,866	31%
Crossing	\$16,623,563	\$5,840,419	35%
Other	\$35,000	\$7,933	23%
ODOT			
Capacity (Performance)	\$37,400,000	\$10,545,667	28%
Safety	\$210,000	\$46,443	22%
Multimodal	\$1,333,934	\$1,333,934	100%
Total Improvement Cost Basis	\$282,790,340	\$147,989,307	52%
Reimbursement Fee Cost Basis	- Comment		
Completed Projects	\$73,095,147	\$20,989,477	29%
Financing Costs	\$2,844,765	\$880,315	31%
Total Reimbursement Cost Basis	75,939,912	21,869,792	29%

Improvement Fee

The improvement fee cost basis reflects allocation of individual projects from the SDC Project List; detailed information on the SDC project costs and allocations is provided in Table B-1 of Appendix B. Project cost allocation percentages reflect the approaches described in Section 3 for each project type.

As shown in Table 4-1, the total improvement costs are estimated to be \$282.8 million, of which, \$148.0 million (52 percent) is allocated to growth.

Reimbursement Fee

The reimbursement fee is calculated based on the original cost of reserve capacity from arterial and collector street improvements built with city funds (exclusive of grants and developer contributions) since 1996. Specific projects included in the reimbursement fee cost basis are shown in Table B-2. As shown in Table 4-1, the total value of the completed projects is \$73.1 million, of which \$21.0 million is allocated to growth, based on the capacity analysis described in Section 3.

Financing Costs

A portion of the completed projects were debt financed, and therefore carry additional financing costs. Table 4-2 shows the present value of remaining interest owed on the 2000 and 2003 bond issues. There are currently two bonds: Healy Bridge Improvements (\$11,385,519 issued in 2003) and Olney Street (\$5,892,817 issued in 2001). The growth share for each bond is calculated based on the projects financed. The total financing costs, associated with completed projects is \$0.9 million.

Table 4-2
Financing Costs

The state of the s	NOTE OF THE PROPERTY OF THE PR
2000 Bond (Refunded in 2010)	
Remaining Financing costs (1)	\$741,667
Growth Share	22%
Growth financing costs	\$163,167
2003 Bond	
Remaining Financing costs (1)	\$2,103,098
Growth Share	34%
Growth financing costs	\$717,148
Total Growth Financing Costs	\$880,315

⁽¹⁾ Present value of future interest payments @ 3.2% and 3.5%

As shown in Table 4-1, the total reimbursement cost basis is \$21.9 million, including financing costs.

SDC Schedule

Introduction

The transportation SDC for an individual development is based on a unit cost per trip – the SDC cost basis divided by the system-wide growth in trips – and the number of trips attributable to a particular development. This section presents the maximum-allowable unit costs per trip, based on the approaches described previously, and the growth in trips estimated in the City's traffic model.

Maximum-Allowable Unit Costs (\$/Trip)

Based on the SDC Project List presented in Section 2, and the cost allocation approaches outlined in Sections 3, the maximum-allowable cost per trip is equal to \$7,975, as shown in Table 5-1, and is comprised of the following components:

\$6,948 (improvement fee) + \$1,027 (reimbursement fee)

Table 5-1

Maximum Allowable Transportation Unit Costs of Capacity (\$/Trip)

	Improvement SDC	Reimbursement SDC	Combined SDC
Cost Basis (1)	\$147,989,307	\$21,869,792	\$169,859,100
Growth Trip Ends (2)	21,300	21,300	21,300
SDC per Trip End	\$6,948	\$1,027	\$7,975

⁽¹⁾ From Table 4-1

Compliance Charge

Local governments are entitled to include in the SDCs, a charge to recover costs associated with complying with the SDC law. Compliance costs include costs related to developing and administering the SDC methodology, project list (including but not limited to Transportation System Plan, and corridor studies), and credit system, as well as annual accounting costs.

Table 5-2 shows the calculation of the compliance charge per trip, which is \$83.

⁽²⁾ From Table 3-1

Table 5-2
Compliance Costs

Category	Annual \$
Finance	\$12,597
Planning	\$11,805
Engineering	\$4,814
Building Department	\$300
Transportation Engineering	\$19,150
Public Works Administration	\$3,952
City Administration	\$10,800
SDC Methodology (1)	\$14,000
TSP & Corridor Studies (1)	\$11,429
Total Compliance Costs per Year	\$88,847
Estimated Annual Growth Trips (2)	1,065
Compliance Cost per Trip	\$83

⁽¹⁾ Annual costs reflect amortization of total cost over 10 years

SDC Assessment

The transportation SDC for an individual development is based on the cost per trip (including the reimbursement and improvement fees, and the compliance charges) and the number of trips attributable to a particular development, where the number of development trips is computed as follows:

Number of Development Trips = Trip Generation Rate X Adjustment Factors X Development Units

An adjustment factor for trip-length has been considered in the past for several jurisdictions adoption SDCs. However, the available data to reasonably estimate average trip length for a given land use type in comparison to other uses is extremely limited. Furthermore, trip length may be more directly attributable to location within an area and the availability of other similar uses in the area than it is to simply the type of use. Therefore, trip-length adjustments are not included in this methodology.

Trip Generation Rates

The City uses Institute of Transportation Engineers (ITE) trip generation rates for the PM peak hour (one hour between 4 and 6 p.m.) to determine the SDCs for *individual* developments. Use of ITE trip generation reports is standard in the transportation industry. ITE trip rates by land use are based on studies from around the country, and in the absence of local data, represent the best available source of trip data for specific land uses.

Pass-By Trip Adjustments

Pass-by trip adjustments are applied to the ITE trip rates for certain land use types. Pass-by trips refer to trips that occur when a motorist is already on the roadway, as in the case of a traveler stopping by a fast-food restaurant on the way home from work. In this case, the

^{(2) 21,300} trip ends divided by 20 years

motorist making a stop while "passing by" is counted as a trip generated by the restaurant, but it does not represent a new (or primary) trip on the roadway.

Diverted Linked Trip Adjustments

A diverted linked trip is another type of non-primary trip but in this case the motorist will divert from a primary route to access a nearby use (e.g., a vehicle may turn off a major roadway onto an intersecting street to access a land use), and then return to the original route to complete the trip.

Annual Inflationary Adjustments

Per the City's current SDC policy, the transportation SDCs should continue to be adjusted based on an inflationary index. The City uses the Engineering News Record (ENR) 20 City Construction Cost index as the basis for adjusting all of its SDCs.

Fiscally-Constrained SDC

Introduction

The project costs summarized in Sections 4 and 5 (and provided in detailed in Appendix B), represent the total project costs that have been identified to meet the needs of existing and future development through 2030. In order to maintain the transportation SDC at current levels (about \$4,456 per trip), staff prioritized improvement projects and developed a fiscally-constrained improvement list and SDC, presented in this section.

Fiscally-Constrained Unit Costs (\$/Trip)

The total costs of the projects included on the fiscally-constrained list (Table C-1 in Appendix C) are \$118.5 million, of which \$71.1 million is related to meeting the capacity needs of future growth. Using the fiscally-constrained project list, the combined SDC is \$4,363, as shown in Table 6-1.

Table 6-1
Fiscally-Constrained Transportation Unit Costs of Capacity (\$/Trip)

	Improvement SDC	Reimbursement SDC	Combined SDC
Cost Basis (1) Growth Trip Ends (2)	\$71,060,314 21,300	\$21,869,792 21,300	\$92,930,107 21,300
SDC per Trip End	\$3,336	\$1,027	\$4,363

As for the maximum-allowable SDCs, compliance costs of \$83 per trip are added, for a total cost per trip of \$4,446.

Sample SDCs

Example SDCs, based on the fiscally constrained unit costs are shown in Table C-2. The SDC for a single family dwelling unit is \$4,490, based on the City's current trip rates and adjustments⁴. The SDCs shown in Table C-2 include the reimbursement fee, the improvement fee, and the compliance charge.

⁴ The City currently uses the 7th Edition of the ITE Trip Generation report to determine PM peak hour trip rates for individual land uses. In cases where a PM peak hour trip rate for a specific land use (as estimated by "Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m."), is not provided in the 7th Edition, but is available in a more current edition, the latter will be used to determine the PM peak hour trip rate for that land use.

Implementation Considerations

Impact on Credits for Qualified Public Improvements

As indicated in Section 1, Oregon SDC statutes require that the City provide credits against the improvement fees for construction of "qualified public improvements." Credits will be provided according to applicable provisions of the Bend Code.

Alternative Trip Generation Calculation

The City's local land use code contains provisions to require a Traffic Impact Analysis (TIA) to be submitted and approved for certain types of developments. Developments that must comply with the TIA requirements are provided with an opportunity to combine that process with a request for an alternate trip rate calculation.

Table C-2 provides the PM peak hour trip rates and adjustments for the most commonly used ITE land uses, in order to calculate SDC rates per unit by land use type. If an ITE Code is not listed on this table, City staff should refer to the rates established in an approved TIA created for the land use action to determine a rate and potential adjustment factors. In addition, the approved TIA may be utilized, at the request of the applicant, for determining alternate PM peak trip rates and alternate trip adjustment factors for uses that are listed in Table C-2. This allows for flexibility for uses that do not fit well within the definitions of the ITE Trip Generation report, as well as providing flexibility for use of supplemental surveys. If a traffic study was not created or was not required, staff will refer to the ITE code in Table C-2 that best fits the use.

The City will establish a standard operating procedure for the scoping and methods for studies that seek alternative trip adjustment factors that are beyond those shown in Table C-2

Amending the Project List

It may be necessary to amend the fiscally constrained project list in Table C-1 as projects are built or as development patterns change. Any amendments to Table C-1 would be adopted following the procedures listed in the Bend Code and state SDC statutes.

Appendices

Table B-1 SDC Project List Planned Projects within 2030 Planning Period

NTURY 14TH ST NTURY 14TH ST NTURY 14TH ST NTURY CENTURY DR 15TH ST	GALVESTON GALVESTON MT. WASHINGTON KNOTT INTERSECTION WILSON INTERSECTION REED MARKET TALUS TOWN CENTER INT.	SIMPSON GALVESTON UGB (2000) N/A N/A KNOTT ROAD FERGUSON US97 CONNECTION RD EMPIRE	3 	Nega B n n e e n n e	Description Common turn lane, Sidewalk Infill Sidewalk Infill Sidewalk Infill Single Lane Roundabout Single Lane Actorial	10tal \$ 70,006 70,000 617,400 1,300,000 1,300,000 1,300,000 146,500 7,253,630	186,711 1,019,111
14TH 57 14TH 57 14TH 57 15TH 57 15TH 57 15TH 57 15TH 57 15TH 57 15TH 57 18TH 57 18TH 57 18TH 57	WPORT WASHINGTON OTT INTERSECTION SON INTERSECTION GUSON D MARKET US DMARKET US MAN WN CENTER INT.	GALVESTON UGB (2000) N/A N/A KNOTT ROAD FERGUSON US97 CONNECTION RD EMPIRE) w w 4 4 w w 4 u	≽∩∩∞≯∩∩¤	Sidewalk Infill Sidewalk Infill Sidewalk Infill Single Lane Roundabout Single Lane Roundabout Curb, Sidewalk Infill Sidewalk Infill Sidewalk Infill New 3-Lane Arterial	70,000 617,400 1,300,000 1,300,000 686,000 146,300 7,253,630	1,019,111
CENTURY OR 15TH ST 18TH ST 18TH ST 18TH ST	WAPON WAPON WASHINGTON OTT INTERSECTION ISON INTERSECTION ID MARKET LUS DMARKET LUS MAN WAN CENTER INT.	UGB (2000) N/A N/A KNOTT ROAD FERGUSON US97 CONNECTION RD EMPIRE	ט ט 4 4 ט ט ב נ	> a a > a	Sidewalk Infill Single Lane Roundabout Single Lane Roundabout Curb. Sidewalk Infill Sidewalk Infill Sidewalk Infill New 3-Lane Arterial	617,400 1,300,000 1,300,000 686,000 146,300 7,253,630	1,019,111
15TH ST	OTT INTERSECTION USON INTERSECTION (GUSON ED MARKET LUS DMAN MAN MAN WN CENTER INT.	N/A N/A N/A KNOTT ROAD FERGUSON US97 CONNECTION RD EMPIRE	аашш	> n n \omega >	Single tane Roundabout Single Lane Roundabout Curb, Sidewalk Infill Sidewalk Infill New 3-Lane Arterial	1,300,000 1,300,000 686,000 146,300 7,253,630	1,019,111 - -
15TH ST 15TH ST 15TH ST 18TH ST 18TH ST 18TH ST	SON INTERSECTION (GUSON ED MARKET LUS DMAN DMAN WN CENTER INT.	N/A KNOTT ROAD FERGUSON US97 CONNECTION RD EMPIRE	αωωц	> n n ∞	Single Lane Roundabout Curb, Sidewalk Infill Sidewalk Infill New 3-Lane Arterial	1,300,000 686,000 146,300 7,253,630	1,019,111 - -
15TH ST 15TH ST 18TH ST 18TH ST 18TH ST	IGUSON ED MARKET LUS DMAN WN CENTER INT.	KNOTT ROAD FERGUSON US97 CONNECTION RD EMPIRE	ωшчα	> ∩ ∩	Curb, Sidewalk Infill Sidewalk Infill New 3-Lane Arterial	586,000 146,300 7,253,630	. ,
15TH ST 1.8TH ST 1.8TH ST 1.8TH ST	ED MARKET LUS DMAN WN CENTER INT.	FERGUSON US97 CONNECTION RD EMPIRE	ωμω	⊳ ∩	Sidewaik Infill New 3-Lane Arterial	146,300 7,253,630	
187H ST 187H ST 187H ST 187H ST	JUS DMAN WN CENTER INT.	US97 CONNECTION RD EMPIRE	ין ט	Þ	New 3-Lane Arterial	7,253,630	
18TH ST 18TH ST 18TH ST	DMAN WN CENTER INT.	EMPIRE	U	:			
18TH ST 18TH ST	WN CENTER INT.		v	۶	Upgrade to 3-lane Arterial	926,425	565,054
. 18TH ST		N/A	4	Þ	Multi-lane Roundabout	3,110,000	
	EMPLOYMENT LOCAL INT.	N/A	4	Þ	Multi-lane Roundabout	3,110,000	
18TH ST. 18TH ST CO	COOLEY RD.	YEOMAN	ω	B	Upgrade to 3-lane Arterial	3,349,382	1,897,329
27TH ST. (N) 27TH ST, NE WE	WELLS ACRES INT.	N/A	4	Þ	Single Lane Roundabout	1,300,000	
27TH ST, NE	CONNERS INTERSECTION	N/A	4	Þ	Single Lane Roundabout	1,300,000	
	BUTLER MKT. RD.	NEFF ROAD	ω	œ	Sidewalk Infill	122,500	84,992
27TH ST, NE	NEFF RD. INT	N/A	4	С	Signal Modification/Lane Addition	450,000	339,139
27TH ST, NE	BEALL INTERSECTION	N/A	4	œ	Single Lane Roundabout	1,300,000	907,292
27TH ST, SE	REED MARKET RD	FERGUSON	2	Þ	New 3- Lane Arterial	5,434,452	3,757,338
27TH ST, SE	BEAR CREEK RD.	REED MARKET RD	2	⊳	New 3- Lane Arterial	4,682,780	3,429,166
2ND ST. 2ND ST SC	SCOTT	WILSON	ω	C	Curb, Sidewalk Infill	98,000	
SCOTT AVE	PARKWAY ST.	SE 2ND.	ω	C	Sidewalk Infili	25,200	•
HWY. 20 (N) / 3RD ST.	GREENWOOD INT.	N/A	· w	σ.	Signal Modification	210,000	163,557
HWY. 20 (N) / 3RU ST.	PW(50): ST (8)	האורולה האורולה	o ve	י ר	Curb, Bike Lanes, Sidewalk Intil	348,810	,
38D ST (N) HWY 20 (N) / 38D ST RP	REVERE	GREENWOOD	ם נ	n (Carb, Sidewalk Infill	274.400 274.400	• 1
HWY, 20 (N) / 3RD ST.	EMPIRE	DIVISION ST. (N)	9	0	Curb, Sidewalk Infill	181,790	•
3RD ST, SE	FRANKLIN INT.	N/A	4	Þ	Signal Modification	210,000	
3RD ST, SE	BADGER INT.	N/A	4	œ	Signal Modification	210,000	152,506
3RD ST, SE	POWERS INT.	N/A	4	⊳	Signal Modification	210,000	,
3RD ST, SE	REED LANE INT.	N/A	4	8	Signal Modification	210,000	157,415
3RD ST, SE	FRANKLIN	WILSON	ω	C	Curb, Sidewalk Infill	416,500	,
3RD ST, SE	WILSON	DIVISION (S)	ω	0	Curb, Sidewalk Intill	284,200	,
(S) 3RD ST, SE	GREENWOOD	FRANKLIN	ω	C	Curb, Sidewalk Infill	142,100	
(S) 3RD ST, SE	DIVISION (S)	POWERS	ω	c	Curb, Sidewalk Infill	116,620	
(S) 3RD ST, SE	POWERS	MURPHY	, w	0	Curb, Sidewalk Infill	113,190	
(S) 3RD ST, SE	HAWTHORNE INT.	N/A	. 4	n	HAWK Signal	182,000	•
4TH ST. NE	OLNEY INT.	N/A	4	.	New Traffic Signal	413,000	
4TH ST. NE	BUTLER MKT. INT.	N/A	. 4	>	Single Lane Roundabout	1,300,000	585,000
4TH ST, NE	GREENWOOD INT.	N/A	4	œ	New Traffic Signal	413,000	321,924
4TH ST, NE	REVERE INT.	N/A	4	æ	New Traffic Signal	413,000	306,275
4TH ST, NE	GREENWOOD	FRANKLIN	ω	0	Bike Lanes, Sidewalk Infill	97,915	,
	FRANKLIN	GLENWOOD (ALDEN)	ω	C	Curb, Bike Lanes, Sidewalk Infill	170,050	,
4TH ST, NE	REVERE	GREENWOOD	ω	C	Curb, Bike Lanes, Sidewalk Infill	111,000	,
4TH ST. NE BU	BUTLER MKT, RD.	REVERE	ω	C	Curb, Bike Lanes, Sidewalk Infill	463,760	
4TH ST. ALDEN/ GLENWOOD 4th	4th St.	9TH ST.	w	c	Curb, Sidewalk Infill	194,040	
	REVERE	GREENWOOD	w	A	Sidewalk Infill	68,600	50,812
8TH/9TH ST. 8th St., NE GR	GREENWOOD INT.	N/A	4	Þ	Full Signal/Intersection Improvements	950,000	•
	WILSON INTERSECTION	N/A	4	≻	Single Lane Roundabout	1,300,000	
	BUTLER MKT. RD.	REVERE	w	n	Curb, Sidewalk Infill	299,880	ı
_	WILSON	REED MARKET RD.	w	n	Curb. Sidewalk Infill	264,600	
8TH/9TH ST. 8TH/9TH ST NE/SE FR	FRANKLIN	WILSON	ω		the state of the s	157 000	

Table 8-1 SDC Project List Planned Projects within 2030 Planning Period

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Table 8-1
SDC Project List
Planned Projects within 2030 Planning Period

Table B-1 SDC Project List Planned Projects within 2030 Planning Period

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						YEOMAN	YEOMAN	WILSON	WILSON	SIMPSON	SIMPSON	SIMPSON	SIMPSON	SIMPSON	REVERE	REVERE	REVERE	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	REED MARKET RD. (E)	PURCELL	PURCELL	PURCELL	PURCELL	PURCELL	POWERS/CHASE	POWERS/CHASE	POWERS/CHASE	POWERS/CHASE	POWERS/CHASE	POWERS/CHASE	PONDEROSA/CHINA H/ CHINA HAT	PONDEROSA/CHINA H/ LODGEPOLE	PETTIGREW	PARRELL	OB RILEY	NW CROSSING	NEFF/OLNEY	NEFF/OLNEY	Corridor
Improvement Projects	ROBAL LANE	HUNNEL RD	BRINSON	STUDIO RD	WELLS ACRE RD	YEOMAN (E/W)	YEOMAN (E/W)	WILSON	WILSON	SIMPSON AVE	SIMPSON AVE	SIMPSON AVE	SIMPSON AVE	SIMPSON AVE	REVERE	REVERE	REVERE	REED MKT. RD	REED MKT. RD	REED MKT. RD	REED MKT. RD	REED MKT, RD	REED MKT. RD	REED MKT. RD	REED MKT. RD	REED MKT, RD	PURCELL BLVD.	PURCELL BLVD.	PURCELL BLVD.	PURCELL BLVD.	(OLD DESCH. RD)	CHASE RD	POWERS	POWERS	CHASE RD	CHASE RD	POWERS		↓ LODGEPOLE	PETTIGREW	PARRELL RD	O.B. RILEY	NW CROSSING	OLNEY AVE	NEFF RD	Street Name
8	HWY 20	COOLEY RD.	BOYD ACRES ROAD	4TH ST., NE	BUTLER MKT RD	CANAL CROSSING	18TH STREET	3RD ST. INT.	SE 3RD	COLUMBIA INT.	14TH ST. INT.	COLORADO INT.	14TH ST., NW/SW	MT. WASHINGTON	4TH St.	3RD STREET	DIVISION	SE 3RD ST.	SE 27TH ST.	27TH ST. INT.	DIVISION INTERSECTION	BROSTERHOUS/3RD INT.	SE 3RD ST. INTERSECTION	SE 15TH ST. INT.	AMERICAN LN. INT. (NEW).	SE 15TH ST.	BUTLER MKT. RD.	HWY 20 (E)	YEOMAN ROAD	HOLIDAY AVE. (N)	COOLEY ROAD EXT.	PARRELL INT.	BROOKSWOOD	3RD STREET	PARRELL RD.	MOWITCH	3RD ST, INT,	CANAL CROSSING	MAHOGANY	BEAR CREEK RD.	BROSTERHOUS	UGB (2008)	SKYLINE RANCH RD.	RAILROAD CROSSING	PURCELL INTERSECTION	From
	HUNNEL	ROBALLANE	BUTLER MKT RD	BUTLER MARKET RD.	NE 271H	N/A	DESERT SAGE	N/A	SE 9TH ST.	N/A	N/A	N/A	COLORADO	14TH ST.	8th St.	4TH ST.	3RD STREET	SE 15TH ST.	UGB (2000)	N/A	N/A	N/A	N/A	N/A	N/A	SE 27TH ST.	OCKER DR.	BEAR CR. RD.	BUTLER MKT RD.	HOLIDAY AVE. (S)	YEOMAN ROAD	N/A	3RD STREET	PARRELL RD.	MOWITCH	BROSTERHOUS	N/A	N/A	POPLAR	REED MKT, RD.	CHINA HAT	HWY 20 (N)	MT, WASH, DRIVE	N/A	N/A	То
	w	ω	ω	w	ω	s	L -a	4	2	4	4	4	w	ω	ω	ω	w	ω	⊢	4	4	4	3	4	4	2	ω	ω	ω	1		4	2	2	2	_	4	и	ω	2	2	2	ω	6	4	Category (1)
	C	0	n	n	ი	œ	В	>	>	D	D	0	0	n	ი	œ	œ	В	В	A	>	۶	Þ	Þ	٨	۶	റ	8	œ	œ	>	В	¢n	ø	to	œ	۸	റ	n	œ	œ	Þ	n	C	φ.	Need (2)
	Sidewalk Infill	Sidewalk Infill	Sidewalk Infill	Curb, Sidewalk Infill	Bike Lane Infill (Parking Removal), Sidewalk Infill	CANAL CROSSING	New 2- Lane Collector	Upgrade Traffic Signal/Intersection	Upgrade to 3-Lane Collector	Single Lane Roundabout	Roundabout Upgrade	Roundabout Upgrade	Sidewalk Infill	Curb, Bike Lanes, Sidewalk Infill	Sidewalk Infill	Capacity Three Lane Arterial	Capacity Three Lane Arterial	Capacity Three Lane Arterial	New 3- Lane Collector	Upgrade Traffic Signal/Intersection	Multi-lane Roundabout	Multi-lane Roundabout	Multi-lane Roundabout	Multi-lane Roundabout	Interim Signal	Upgrade 2-lanes to 3-lanes (left turn)	Bike Lane Infill (Parking Removal)	Upgrade to 3-Lane Collector	Curb, Bike Lanes, Sidewalk Infill	New 2- Lane Collector	New 2- Lane Collector	Single Lane Roundabout	New 5-Lane Arterial	New 3- Lane Collector	New 2- Lane Collector	New 2- Lane Collector	Signal Modification/Lane Addition	Sidewalk Infill over Canal	Curb, Bike tanes, Sidewalk Infili	New 3- Lane Collector	New 3- Lane Collector	New 3- Lane Arterial	Partial Widening, Curb, Bike Lanes, Sidewalk Infill	Rail Crossing for Bike Lanes & Sidewalk	New Traffic Signal/ Lane Addition	2) Description
282,790,340	55,440	70,000	189,000	92,610	298,480	1,687,640	1,009,265	460,000	1,056,285	1,300,000	333,000	333,000	15,400	380,520	63,000	272,850	545,675	3,346,800	2,081,650	295,000	3,560,000	3,680,000	3,400,000	2,265,000	135,000	3,294,560	56,700	461,725	221,970	2,287,670	4,731,425	1,300,000	3,205,870	890,170	491.120	2,018,530	430,000	175,000	221,970	4,435,520	11,046,950	7,500,380	329,350	35,000	2,588,482	Total \$
134,801,032 147,989,307	•					1,017,765	868,437		834,779	896,273	228,513	237,347	•			203,814	412,412	2,440,016	1,715,689		,		2,509,751	,	,	2,381,352	•	378,927	120,850	1,654,360		860,432	2,131,094	575,572	345.603	1,345,687	,	149,074		3,362,625	7,435,041	5,250,266	•	27,067	1,737,980	NonGrowth \$
147,989,307	55,440	70,000	189,000	92,610	298,480	669,375	140,828	460,000	221,506	403,727	104,487	95,653	15,400	380,520	63,000	69,036	133,263	906,784	365,961	295,000	3,560,000	3,680,000	890,249	2,265,000	135,000	913,208	56,700	82,798	101,120	633,310	4,731,425	439,568	1,074,776	314,598	145.517	672,843	430,000	25,926	221,970	1,072,895	3,611,909	2,250,114	329,350	7,933	٦,	Growth \$
52%	100%	100%	100%	100%	100%	40%	14%	100%	21%	31%	31%	29%	100%	100%	100%	25%	24%	27%	18%	100%	100%	100%	26%	100%	100%	28%	100%	18%	46%	28%	100%	34%	34%	35%	30%	33%	%00I	15%	100%	24%	33%	30%	100%	23%	33%	Growth %

⁽¹⁾ Category Legend

1 = New Road Construction, 2 = Full Modernization, 3 = Partial Modernization, 4 = Intersection Modernization, 5 = Crossing Structures, 6 = Others, 7 = Completed, 8 = Studies, 9 = ODOT Facility, 10 = TSP Project No Improvement Planned

(2) Need Legend

A = Capacity, B = Safety, C= Multimodal, D= Other

Table B-2 SDC Project List Completed Projects

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Street Name	From	То	Total \$	NonGrowth \$	Growth \$	Growth %
15TH ST	BEAR CR.	HWY 20	\$2,588,916	\$1,973,723	\$461,390	20%
27TH ST, NE	NEFF ROAD	HWY 20 E	\$3,834,122	\$2,837,513	\$996,609	26%
27TH ST, NE	HWY 20 (E)	BEAR CREEK RD.	\$210,497	\$156,344	\$54,153	26%
AWBREY	MT. WASHINGTON	SAGINAW	\$144,726	\$101,308	\$43,418	30%
BOND	COLORADO AVE.	INDUSTRIAL WAY	\$700,000	\$560,000	\$140,000	20%
BOND	INDUSTRIAL WAY	Reed Market	\$2,623,731	\$2,111,249	\$512,482	20%
BOND	WILSON AVE.	Bond/Wilson Roundabout	\$550,612	\$413,864	\$136,748	25%
WALL ST.	REVERE	PORTLAND	\$125,519	\$102,196	\$23,324	19%
BRITTA	HARDY	MARINER	\$175,002	\$121,665	\$53,337	30%
BUTLER MKT. RD	BRINSON INTERSECTION	N/A	\$182,620	\$130,966	\$51,653	29%
FRANKLIN	3RD ST	4TH ST.	\$470,053	\$389,243	\$80,810	19%
FRANKLIN	4TH ST	8TH ST.	\$650,545	\$542,448	\$108,097	19%
MT. WASHINGTON	PUTNAM	TIMMUS	\$1,144,309	\$652,256	\$492,053	43%
MT. WASHINGTON	SKYLINERS RD.	TROON	\$661,576	\$390,384	\$271,192	41%
OLNEY AVE.	3RD ST., NE	8TH ST.	\$3,168,138	\$2,545,123	\$623,015	22%
NEFF RD.	PURCELL	27TH ST.	\$203,333	\$165,215	\$38,118	19%
OLNEY AVE.	WALL (HILL)	3RD ST., NE	\$785,288	\$625,798	\$159,491	23%
NW CROSSING	MT. WASH. DRIVE	SHEVLIN PARK RD	\$669,556	\$281,214	\$388,342	58%
PURCELL BLVD.	NEFF	HWY 20	\$118,698	\$100,334	\$18,364	15%
REED MKT. RD.	CENTURY DR.	PARKWAY	\$13,706,624	\$9,032,718	\$4,673,906	34%
SKYLINE RANCH ROAD	SHEVLIN PARK RD.	SHEVLIN MEADOW	\$380,293	\$305,465	\$74,829	20%
WILSON	BOND ST.	PARKWAY	\$2,450,126	\$1,906,266	\$543,860	23%
MT. WASHINGTON	MT. WASHINGTON BRIDGE	m	\$3,312,526	\$2,273,744	\$1,038,782	32%
NEWPORT	AWBREY	WALL	\$6,532,590	\$4,934,917	\$1,597,673	26%
BUTLER MKT. RD	BOYD ACRES RD.	N/A	\$183,785	\$139,007	\$44,778	26%
EMPIRE AVENUE	BOYD ACRES INT.	N/A	\$3,199,243	\$2,282,633	\$916,610	30%
27TH ST, NE	NEFF RD. INT.	N/A	\$584,263	\$441,324	\$142,940	25%
27TH ST, NE	REED MKT. INT.	N/A	\$1,269,468	\$946,609	\$322,859	26%
BUTLER MKT. RD	PURCELL INTERSECTION	N/A	\$118,284	\$84,876	\$33,408	29%
COLORADO	SIMPSON INT.	N/A	\$627,303	\$455,155	\$172,148	29%
PORTLAND AVE	HILL INT.	N/A	\$236,690	\$183,085	\$53,604	24%
REED MKT. RD.	15TH ST. INT. DESIGN	N/A	\$748,822	\$554,119	\$194,702	27%
GALVESTON AVE	14TH INT.	N/A	\$508,284	\$361,392	\$146,892	31%
SIMPSON AVE	14TH INT.	N/A	\$246,862	\$170,457	\$76,405	31%
NEWPORT	14TH INT.	N/A	\$729,542	\$476,479	\$253,063	37%
NEWPORT	COLLEGE WAY INT.	N/A	\$463,323	\$281,032	\$182,291	42%
BUTLER MKT. RD	8TH ST. INT.	N/A	\$115,671	\$86,397	\$29,274	26%
NEWPORT	9TH ST. INT.	N/A	\$640,827	\$445,160	\$195,667	33%

Table B-2
SDC Project List
Completed Projects

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Street Name	From	To	Total \$	NonGrowth \$	Growth \$	Growth %
HWY 20	PURCELL INTERSECTION	N/A	\$141,200	\$108,256	\$32,944	23%
COOLEY RD.	HWY 97 INT. STUDY	N/A	\$13,582	\$9,860	\$3,722	28%
18TH ST.	HWY 97 INT. STUDY	N/A	\$97,453	\$85,234	\$12,219	13%
ARIZONA/COLORADO	COUPLET	N/A	\$3,692,451	\$2,695,489	\$996,962	27%
18TH ST.	SAFETY	N/A	\$107,933	\$75,553	\$32,380	30%
GREENWOOD AVE	10TH ST.	PROVIDENCE	\$1,232,476	\$997,019	\$235,457	21%
EMPIRE AVENUE	EXTENSION PHASE 1	N/A	\$1,381,629	\$958,500	\$423,129	32%
EMPIRE AVENUE	MEADOW	DESERT LANE	\$500,950	\$346,743	\$154,207	32%
NEFF ROAD	NEFF CORRIDOR 12-27	N/A	\$168,779	\$136,357	\$32,422	20%
MTN. NEER	HICI	N/A	\$349,517	\$215,189	\$134,328	39%
GALVESTON AVE	REVERE	17TH ST.	\$168,053	\$125,082	\$42,971	28%
MURPHY ROAD	EXTENSION TO 15TH ST. DE N/A	DE N/A	\$979,262	\$631,889	\$347,373	35%
REED MKT. Corridor			\$1,179,535	\$777,318	\$402,217	34%
Mt Washington Drive	Awbrey Village		\$59,855	\$41,899	\$17,957	30%
American Lane	American Lane Industrial Park	Park	\$128,497	\$89,948	\$38,549	30%
20 & 27th	20 & 27th turn lane		\$148,958	\$104,271	\$44,687	30%
Brentwood and Brosterhous	Brentwood		\$136,021	\$95,215	\$40,806	30%
27th Street	Bridgecliff/Gallagher/Desert Skies	ert Skies	\$35,830	\$25,081	\$10,749	30%
American Lane	Carmen Loop - 20652		\$17,975	\$12,583	\$5,393	30%
Robal and Hunnel Rd	Cascade Village/Mountain View	n View	\$182,618	\$127,833	\$54,785	30%
Chase Street	Chase Village		\$49,872	\$34,911	\$14,962	30%
Regency Drive	Copperstone at Awbrey Glen	ilen	\$93,547	\$65,483	\$28,064	30%
Wilson & 97th	Del Taco		\$16,222	\$11,356	\$4,867	30%
	East Empire Business Park	~	\$168,767	\$118,137	\$50,630	30%
Empire Ave	Empire Village		\$199,848	\$139,894	\$59,954	30%
Hunnell & Cooley Rd	Highland Commercial Pk		\$317,398	\$222,179	\$95,220	30%
Purcell	Holliday Park, 3rd Addition	ā	\$141,228	\$98,860	\$42,368	30%
Purcell & Yeoman	Lava Ridges		\$380,790	\$266,553	\$114,237	30%
Skyliners Road	Miller Elementary School		\$114,953	\$80,467	\$34,486	30%
Reed Market	Mt Bachelor Village		\$11,202	\$7,842	\$3,361	30%
Beall Drive	Oakview Ph 8 & 9		\$105,606	\$73,924	\$31,682	30%
Brookswood	Popiar Park		\$36,315	\$25,421	\$10,895	30%
Parrell Rd	Shady Pines Estates		\$36,388	\$25,471	\$10,916	30%
Murphy Road	Stonehaven	-	\$7,711	\$5,398	\$2,313	30%
Parrell Rd	South Village		\$35,958	\$25,171	\$10,788	30%
Brosterhous Rd	South Point		\$4,901	\$3,431	\$1,470	30%
Brosterhous Rd	Sun Meadow		\$219,965	\$153,976	\$65,990	30%
Copperfield Ave	Sundance Meadows		\$30,059	\$21,041	\$9,018	30%
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Table B-2 SDC Project List Completed Projects

Street Name	From	То	Total \$	NonGrowth \$	Growth \$	Growth %
Shevlin Park Rd	Three Pines/Sheviin Commons		\$134,274	\$93.992	\$40.282	30%
Mt. Washington Drive & Century	Village at Southern Crossing		\$23.016	\$16,111	\$6.905	30%
Brookswood & Powers	Millbrook Estates		\$131,305	\$91.914	\$39.392	30%
Reed Mrkt/Century Drive and Reed Mrkt/Mt Bachelor Village Roundabouts	age Roundabouts		\$1,060,955	\$694,926	\$366,029	35%
Round-a-bouts = NW Crossing/Mt.Washington, Shevlin Park/Mt. Washington, Skyliner/Mt.Washington, Galveston/14	rk/Mt. Washington, Skyliner/Mt.Washingto	on, Galveston/14	\$1,673,007	\$936,884	\$736,123	44%
Mt. Washington Drive, 14th & Galveston roundabout, Reed Market/Century Drive, Skyliner Road widening and Mt. W	ed Market/Century Drive, Skyliner Road wid	dening and Mt. W	\$1,117,980	\$704,327	\$413,652	37%
14th/Simpson Roundabout. Century Drive/Median			\$846,970	\$584,829	\$262,141	31%
Shevlin Park Road and Roundabout @ Newport			\$130,675	\$79,712	\$50,963	39%
Reed Mrkt/Century Drive			\$221,893	\$148,668	\$73,225	33%
Reimbursement Projects			\$73,095,147	\$51,951,866	\$20,989,477	29%

Table C-1 (Amended)
Fiscally-Constrained SDC Project List
Proposed Projects with Allocated Funding

A	PURCELL 3RD/HWYZO (N) PURCELL 3RD/HWYZO (N) PURCELL BUTLER MKT RD. GALVESTON UGB (2000) KNOTT ROAD FERGUSON WILSON SE 2ND. WILSON SE 2ND. WILSON SE 2ND. WILSON SE 2ND. WILSON GERWHOOD (S) FRANKLIN POWERS MURPHY FRANKLIN GENWOOD (ALDEN) GREENWOOD REVERE 9TH ST. REVERE WILSON REED MARKET RD. FRANKLIN NEWPORT TRENTON REED MARKET RD. FRANKLIN NEWPORT TRENTON RETTIGREW	N 8TH ST YEOMAN FOAD NEWPORT MIT. WASHINGTON FERGUSON REED MARKET SCOTT PARKWAY ST. FRANKLIN WILSON GREENWOOD DIVISION (S) POWERS GREENWOOD FRANKLIN REVERE BUTLER MKT. RD. 4th St. WILSON GREENWOOD FRANKLIN REVERE BUTLER MKT. RD. 4th St. MOOD TREVITON SUMMIT AVE. AMERICAN LIN. (NEW) 15 TH ST.	PURCELL BLVD. 14TH ST CENTURY DR 15TH ST 15TH ST 15TH ST 2ND ST SCOTT AVE 3RD ST, SE 3RD ST, NE 4TH ST, NE 4TH ST, NE 4TH ST, NE 4TH ST, NE 5TH ST, NE 8TH/9TH ST NE/SE 9TH, NW 12TH,	PURCELL 14TH/CENTURY 14TH/CENTURY 15TH 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3ND 5T. (5) 3RD 5T. (5) 3R
2 A VPBrade to 3-Lane Collector 2 B New 2- Lane Collector 2 B New 3- Lane Collector 2 B New 5- Lane Arterial 3 A Sidewalk Infill 3 A Multi-lane Roundabout 4 New 5- Lane Arterial 5 A Multi-lane Roundabout 6 Degrade to 3-lane Arterial 7 Sidewalk Infill 8 Common turn lane, Sidewalk Infill 9 Upgrade 2-lanes to 3-lanes (left turn) with bik 9 Upgrade 2-lanes to 3-lanes (left turn) with bik 9 Upgrade 2-lanes to 3-lanes (left turn) with bik 9 Sidewalk Infill 9 Curb, Sidewalk Infill	PURCELL 3RD/HWYZO (N) PURCELL 3RD/HWYZO (N) PURCELL BUTLER MKT RD. GALVESTON UGB (2000) KNOTT ROAD FERGUSON WILSON WILSON WILSON WILSON WILSON SE 2ND. WILSON MURPHY FRANKLIN GLENWOOD (ALDEN) GREEWOOD (ALDEN) GREEWOOD GREEWOOD REVERE 9TH ST. REVERE 9TH ST. REVERE 9TH ST. REVERE WILSON REED MARKET RD. FRANKLIN NEWPORT TRENTON BROSTERHOUS		PURCELL BLVD. 147H ST CENTURY DR 157H ST 157H ST 2ND ST SCOTT AVE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RD 5T. (5) 3RD 5T
Pigrade to 3-Lane Collector New 2- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Collector New 4- Lane Collector New 5- Lane Arterial A Vigrade to 3-lane Arterial A Multi-lane Roundabout B Common turn lane, Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	PURCELL BUTLER MKT RD. GALVESTION NUGB (2000) KNOTT ROAD FERGUSON WILSON WILSON WILSON DIVISION (S) FRANKLIN POWERS MURPHY FRANKLIN GLENWOOD (ALDEN) GREENWOOD REVERE 9TH ST. REVERE WILSON REED MARKET RD. FRANKLIN NEWPORT TRENTON	V 10 < 7 m > m 7 m > m 8 m 8 m 8 m 8 m 8 m 8 m 8 m 8 m 8	PURCELL BLVD. 147H ST CENTURY DR 157H ST 157H ST 2ND ST 2ND ST 2ND ST SCOTT AVE 3RD ST, SE 3RD ST, NE 4TH ST, NE 8TH ST, NE 8TH ST, SE 8th St, NE 9TH, NW 12TH, NW	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RO 5T. (5) 3RO 5T
A CUPSTAGE TO 3-Lane Collector New 2- Lane Collector New 3- Lane Arterial A New 5- Lane Arterial A Multi-lane Roundabout A Multi-lane Roundabout B Common turn lane, Sidewalk Infill Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	PURCELL BUTLER MKT RD. GALVESTON UGB (2000) KNOTT ROAD FERGUSON WILSON SE ZND, WILSON SE ZND, WILSON SE ZND, WILSON SE ZND, WILSON GENWOOD (S) FRANKLIN FOWERS MURPHY FRANKLIN GEENWOOD (ALDEN) GREENWOOD REVERE 9TH ST. REVERE	105777	PURCELL BLVD. 147H ST CENTURY OR 157H ST 157H ST 157H ST 2ND ST SCOTT AVE 3RD ST, SE 3RD ST, NE 4TH	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3ND 5T. (5) 3N
2 A Cupstace to 3-Lane Collector 2 B New 3- Lane Arterial 3 A Sidewalk Infill 3 A Nuth-lane Roundabout 4 A Multi-lane Roundabout 5 A Multi-lane Roundabout 6 Common turn lane, Sidewalk Infill 8 Upgrade to 3-lanes Horidal 9 Upgrade to 3-lanes (left turn) with bik 9 Upgrade 2-lanes to 3-lanes (left turn) with bik 9 Upgrade 2-lanes to 3-lanes (left turn) with bik 9 Sidewalk Infill 9 Curb, Sidewalk Infill	PURCELL BUTLER MKT RD. GALVESTON UGB (2000) KNOTT ROAD FERGUSON WILSON SE ZND. JUNISON SE ZND. WILSON SE ZND. WILSON GENWICH POWERS MURPHY FRANKLIN GENWOOD (ALDEN) GREENWOOD REVERE 9TH ST. REVERE WILSON REED MARKET RD. FRANKLIN FRANKLIN GREENWOOD REVERE WILSON GREENWOOD REVERE FIR REVERE WILSON REVERE FIR REVERE WILSON REED MARKET RD. FRANKLIN FRANKLIN FRANKLIN GREENWOOD REVERE	05785877058	PURCELL BLVD. 14TH ST CENTURY OR 15TH ST 15TH ST 15TH ST 2ND ST SCOTT AVE 3RD ST, SE 3RD	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 3ND 5T. (5) 3RD 5T. (5
A VPBrade to 3-Lane Collector 8 New 3- Lane Collector 2 B New 3- Lane Collector 2 B New 3- Lane Collector 8 New 3- Lane Arterial A Multi-lane Roundabout A Multi-lane Roundabout 8 Common turn lane, Sidewalk Infill 1 Upgrade to 3-lane Arterial 8 Upgrade to 3-lanes to 3-lanes (left turn) with bik 9 Upgrade 2-lanes to 3-lanes (left turn) with bik 1 Upgrade 2-lanes to 3-lanes (left turn) with bik 9 Upgrade 1 Sidewalk Infill 1 Sidewalk Infill 2 Curb, Sidewalk Infill 3 Curb, Sidewalk Infill 4 Curb, Sidewalk Infill 5 Curb, Sidewalk Infill 6 Curb, Sidewalk Infill 7 Curb, Sidewalk Infill 8 Curb, Sidewalk Infill 9 Curb, Sidewalk Infill 10 Curb, Sidewalk Infill 11 Curb, Sidewalk Infill 12 Curb, Sidewalk Infill 13 Curb, Sidewalk Infill 14 Curb, Sidewalk Infill 15 Curb, Sidewalk Infill 16 Curb, Sidewalk Infill 17 Curb, Sidewalk Infill 18 Curb, Sidewalk Infill 19 Curb, Sidewalk Infill 10 Curb, Sidewalk Infill 21 Curb, Sidewalk Infill 22 Curb, Sidewalk Infill 23 Curb, Sidewalk Infill 24 Curb, Sidewalk Infill 25 Curb, Sidewalk Infill 26 Curb, Sidewalk Infill 27 Curb, Sidewalk Infill 28 Curb, Sidewalk Infill 29 Curb, Sidewalk Infill 20 Curb, Sidewalk Infill 20 Curb, Sidewalk Infill 20 Curb, Sidewalk Infill 21 Curb, Sidewalk Infill 22 Curb, Sidewalk Infill 23 Curb, Sidewalk Infill 24 Curb, Sidewalk Infill 25 Curb, Sidewalk Infill	PURCELL PURCELL 3RD/HWYZO (N) PURCELL BUTLER MKT RD. GALVESTON UGB (2000) KNOTT ROAD FERGUSON WILSON SE ZIND, WILSON SE ZIND, WILSON SE ZIND, WILSON FRANKLIN POWERS MURPHY FRANKLIN GLENWOOD (ALDEN) GREENWOOD REVERE 9TH ST. REVERE WILSON REED MARKET RD		PURCELL BLVD. 14TH ST CENTURY OR 15TH ST 15TH ST 15TH ST 2ND ST SCOTT AVE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15TH 5T. 15TH 5T. 2ND 5T. 2ND 5T. 3ND 5T. (5) 3RD 5T. (5)
A Obgrade to 3-Lane Collector New 3-Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, sidewalk infill Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Bike Lanes, Sidewalk Infill Curb, Bike Lanes, Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 14TH ST CENTURY DR 15TH ST 15TH ST 15TH ST 2ND ST SCOTT AVE 3RD ST, SE 3RD	PURCELL 14TH/CENTURY 14TH/CENTURY 15TH 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3ND 5T. (5) 3RD 5T. (5) 4TH 5T. 4T
A Obgrade to 3-Lane Collector New 2-Lane Collector New 3-Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 147H ST CENTURY DR 157H ST 157H ST 2ND ST SCOTT AVE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RD 5T. (5)
A Obgrade to 3-Lane Collector B New 3- Lane Arterial A Upgrade to 3-lane Arterial A Worth-lane Roundabour Common turn lane, Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD, 147H ST CENTURY DR 157H ST 157H ST 2ND ST 2ND ST SCOTT AVE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RD 5T. (5)
A Obgrade to 3-Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Nutri-lane Roundabout Common turn lane, Sidewalk Infill Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Bike Lanes, Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 147H ST CENTURY OR 157H ST 157H ST 157H ST 2ND ST 2ND ST 2ND ST, SE 3RD ST, SE	PURCELL PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RO 5T. (5)
A Obgrade to 3-Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Nuth-lane Roundabout Common turn lane, Sidewalk Infill Upgrade to 3-lanes (left turn) with bik Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 147H ST CENTURY OR 157H ST 157H ST 157H ST 2ND ST 2ND ST 2ND ST, SE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RO 5T. (5) 4TH 5T. 4TH 5T.
A Obgrade to 3-Lane Collector New 3-Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 147H ST CENTURY OR 157H ST 157H ST 157H ST 2ND ST 2ND ST 2ND ST, SE 3RD ST, SE	PURCELL PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RD 5T. (5) 4TH 5T.
A Obgrade to 3-Lane Collector B New 3-Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, sidewalk Infill A Multi-lane Roundabout B Common turn lane, sidewalk Infill Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 14TH ST CENTURY OR 15TH ST 15TH ST 15TH ST 2ND ST 2ND ST SCOTT AVE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15TH 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3ND 5T. (5) 3RD 5T. (5)
A Obgrade to 3-Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill A Multi-lane Roundabout Common turn lane, Sidewalk Infill Degrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes, Sidewalk Infill Sidewalk Infill Curb, Sidewalk Infill Cidewalk Infill	z		PURCELL BLVD. 147H ST CENTURY DR 157H ST 157H ST 2ND ST 2ND ST SCOTT AVE 3RD ST, SE 3RD ST, SE 3RD ST, SE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15th ST. 15TH ST. 2ND ST. 2ND ST. 2ND ST. 3RD ST. (S) 3RD ST. (S) 3RD ST. (S) 3RD ST. (S)
A Obgrade to 3-Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill New 5-Lane Arterial A Multi-lane Roundabour Common turn lane, Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 1-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 147H ST CENTURY DR 157H ST 157H ST 2ND ST SCOTT AVE 3RD ST, SE 3RD ST, SE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RD 5T. (5) 3RD 5T. (5) 3RD 5T. (5)
A Obgrade to 3-Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Whiti-lane Roundabout A Muth-lane Roundabout B Common turn lane, Sidewalk Infill Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	Z	4	PURCELL BLVD. 147H ST CENTURY DR 157H ST 157H ST 157H ST 2ND ST 2ND ST SCOTT AVE 3RD ST, SE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 14TH/CENTURY 15th 5T. 15TH 5T. 2ND 5T. 2ND 5T. 2ND 5T. 3RD 5T. (5) 3RD 5T. (5)
A Obgrade to 3-Lane Collector New 3-Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Upgrade to 3-lane Arterial Upgrade to 3-lane Arterial Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill Cidewalk Infill	2		PURCELL BLVD. 14TH ST CENTURY OR 15TH ST 15TH ST 15TH ST 2ND ST SCOTT AVE 3RD ST, SE	PURCELL 14TH/CENTURY 14TH/CENTURY 14TH/CENTURY 15th \$1. 15TH \$1. 2ND \$1. 2ND \$1. 3BO \$1. (\$) 3BO \$1. (\$)
A Obgrade to 3-Lane Collector B New 2-Lane Collector B New 3-Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Dygrade to 3-lane Arterial Jugrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Sidewalk Infill	z		PURCELL BLVD. 14TH ST CENTURY DR 15TH ST 2ND ST SCOTT AVE	PURCELL 14TH/CENTURY 14TH/CENTURY 14TH/CENTURY 15th ST. 15TH ST. 2MD ST. 2ND ST. 2ND ST. 2ND ST.
A Obgrade to 3-Lane Collector B New 2- Lane Collector B New 2- Lane Collector B New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill A New 5-Lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill B Upgrade to 3-lane Arterial Jupgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes, Sidewalk Infill B Curb, Bike Lanes, Sidewalk Infill Cidewalk Infill	Z .		PURCELL BLVD. 14TH ST CENTURY DR 15TH ST 15TH ST 2ND ST	PURCELL 14TH/CENTURY 14TH/CENTURY 14TH/CENTURY 15th ST. 15TH ST. 2ND ST.
A Obgrade to 3-Lane Collector New 2- Lane Collector New 2- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill New 5-Lane Arterial A Multi-lane Roundabour Common turn lane, Sidewalk Infill Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 3-lanes to 3-lanes (left turn) with bik Sidewalk Infill Sidewalk Infill Curb, Sidewalk Infill	Z		PURCELL BLVD. 147H ST CENTURY DR 15TH ST 15TH ST	PURCELL 14TH/CENTURY 14TH/CENTURY 15TH ST. 15TH ST.
A Obgrade to 3-Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Nutri-lane Anterial A Multi-lane Roundabout B Common turn lane, Sidewalk Infill Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill Curb, Bike Lanes, Sidewalk Infill	Z		PURCELL BLVD. 14TH ST CENTURY DR 15TH ST	NEFF/OUNEY PURCELL 14TH/CENTURY 14TH/CENTURY 15th ST.
A Obgrade to 3-Lane Collector B New 3-Lane Arterial A Upgrade to 3-lane Arterial A Work 5-Lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill B Upgrade to 3-lane Arterial B Upgrade to 3-lane Arterial B Upgrade 2-lanes to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 3-lanes lanes (left turn) with bik B Sidewalk Infill C Sidewalk Infill C Sidewalk Infill C Sidewalk Infill	z		PURCELL BLVD. 14TH ST CENTURY DR	PURCELL 14TH/CENTURY 14TH/CENTURY
A Obgrade to 3-Lane Collector B New 2- Lane Collector B New 3- Lane Arterial A Upgrade to 3-lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Dygrade to 3-lane Arterial Jugrade to 3-lane Arterial Jugrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik Gldewalk Infill C Gldewalk Infill	·		PURCELL BLVD. 14TH ST	PURCELL 14TH/CENTURY
A Obgrade to 3-Lane Collector New 2- Lane Collector New 2- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill New 5-Lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill Upgrade to 3-lane Arterial B Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik Sidewalk Infill B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik	·		PURCELL BLVD.	PURCELL
A Obgrade to 3-Lane Collector B New 2- Lane Collector B New 2- Lane Collector B New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill A New 5-Lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill B Upgrade to 3-lane Arterial B Upgrade to 3-lanes (left turn) with bik Upgrade 2-lanes to 3-lanes (left turn) with bik B Upgrade 2-lanes to 3-lanes (left turn) with bik	·			NEFF/OUNEY
A Obgrade to 3-Lane Collector B New 2- Lane Collector B New 2- Lane Collector B New 3- Lane Collector B New 3- Lane Collector B New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill A New 5-Lane Arterial A Multi-lane Roundabout B Common turn lane, Sidewalk Infill B Upgrade to 3-lane Arterial B Upgrade to 3-lanes (left turn) with bik	·		NEFF RD/PENN	×5777 / 5174
A Obgrade to 3-Lane Collector B New 2- Lane Collector B New 2- Lane Collector B New 3- Lane Collector B New 3- Lane Collector B New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill A New 5-Lane Arterial A Multi-lane Roundabout B Common turn lane, Sidewalk Infill B Upgrade to 3-lane Arterial B Upgrade to 3-lane Arterial	•		EMPIRE AVENUE	EMPIRE AVE.
A Obgrade to 3-Lane Collector New 3-Lane Arterial A Upgrade to 3-lane Arterial A New 5-Lane Arterial A New 5-Lane Arterial A Multi-lane Roundabout Common turn lane, Sidewalk Infill B Upgrade to 3-lane Arterial		BOTTEN VINT, RD.	EMPIRE AVENUE	EMPIRE AVE.
A Obgrade to 3-Lane Collector New 2- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Arterial A Upgrade to 3-lane Arterial A Sidewalk Infill A New 5-Lane Arterial A New 5-Lane Arterial Common turn lane, Sidewalk Infill Common turn lane, Sidewalk Infill		COOLEY RD.	27TH ST NE	27TH ST. (N)
. Upgrade to 3-Lane Collector New 2- Lane Collector New 3- Lane Collector New 2- Lane Collector New 3- Lane Collector New 5- Lane Arterial Upgrade to 3-lane Arterial Upgrade to 3-lane Arterial Sidewalk Infill New 5-Lane Arterial New 5-Lane Arterial	SIMPSON	GALVESTON	1071171	18TH CT
. Upgrade to 3-Lane Collector New 2- Lane Collector New 3- Lane Collector New 2- Lane Collector New 3- Lane Collector New 5-Lane Arterial Upgrade to 3-lane Arterial Sidewalk Infill New 5-Lane Arterial				14TH/CENTURY
. Opgrade to 3-bane Collector New 2- lane Collector New 3- lane Collector New 2- Lane Collector New 3- Lane Collector New 3- Lane Collector New 5-Lane Arterial Upgrade to 3-lane Arterial Sidewalk Infill		Ī		REED MARKET RO (c)
Pagade to 3-Lane Collector New 2- Lane Collector New 3- Lane Collector New 3- Lane Collector New 3- Lane Collector New 5-Lane Arterial Upgrade to 3-Jane Arterial	GREENWOOD		SIHSI, NE	מוח/טוחטו.
New 3- Lane Collector New 2- Lane Collector New 3- Lane Arterlal	EMPIRE	YEOMAN	181H ST	TSTHIST.
. Opgrade to 3-tane Collector New 2- tane Collector New 3- tane Collector New 2- tane Collector New 2- tane Collector New 3- tane Collector	3RD STREET	BROOKSWOOD	POWERS	POWERS/CHASE
	PARRELL RD.	3RD STREET	POWERS	POWERS/CHASE
New 3-1 and Collector	MOWITCH	PARRELL RD.	CHASE RD	POWERS/CHASE
Now 7- I app Collector	REED MKT. RD.	BEAR CREEK RD.	PETTIGREW	PETTIGREW
	AMERICAN LANE	JS THIRD STREET	BROSTERHOUS	BROSTERHOUS
The same 2 halles to 3 halles with pike lanes an	SE 9TH ST.	SE 3RD	WILSON	WILSON
	BROSTERHOUS		MURPHY ROAD	MURPHY
New 2" table Conector	BROSTERHOUS	MOWITCH	CHASE RD	POWERS/CHASE
New 2- Lane Collector (F1 & F2)	SE 15TH ST.		MURPHY ROAD	MURPHY
	MURPHY ROAD		HWY 97:FRONTAGE	BLAKELY
New 3- Lane Arterial	SKYLINERS		TEMHI	LEMHI
1 conductor	BUTTER MARKET RO	NUE PURCELL	EMPIRE AVENUE	EMPIRE AVE.

Table C-1 (Amended)
Fiscally-Constrained SDC Project List
Proposed Projects with Allocated Funding

COOK	COOLEY	COLORADO	COLLEGE/ PORTLAND	BUTLER MARKET	BROSTERHOUS	STH/9TH ST	STH/9TH ST.	4TH ST	4TH ST	3RD ST. (5)	3RD ST. (S)	27TH ST. (N)	27TH ST. (N)	15th ST.					Oliver DOM	SIMPSON	REVERE	PURCELL	PONDEROSA/CHINA H/ LODGEPOLE	NW CROSSING	JAMISON	GREENWOOD (W)	GREENWOOD (W)	GREENWOOD (W)	GREENWOOD OW	GALVESTON	FRANKLIN	DIVISION	COLORADO	COLORADO	COLORADO	COLLEGE/ PORTLAND	COLLEGE/ PORTLAND	O AUSEN	BUTLED MARKET	BROSTERHOUS	BROSTERHOUS	BROOKSWOOD	BROOKSWOOD	BRITTA	BOYD ACRES	Corridor
COOLEY RD	COCO 2000	COLORADO	PORTUAND AVE	BUTTER MKT RD	BROSTERHOUS	at At St	Ath St NE	ATH ST NE	ATH ST NE	3RD ST. SE	3RD ST, SE	27TH ST, NE	27TH ST, NE	1STH ST	WELLS ACRE RD	STUDIO RD	ROBAL LANS	STIMMED DO	SIMPSON AVE	SIMPSON AVE	REVERE	PURCELL BLVD.	1/ LODGEPOLE	NW CROSSING	JAMISON	SHEVLIN PK. RD	SHEVUN PK. RD	NEW/PORT	RIVERSIDE	GALVESTON AVE	FRANKLIN	DIVISION ST.	COLORADO	COLORADO	COLORADO		COLLEGE WAY	CLATISEN DANG	BUTTER MKT, RD	BROSTERHOUS	BROSTERHOUS	BROOKSWOOD	BROOKSWOOD	BRITTA	BOYD ACRES RD	Street Name
HUNNEL RD. (E) INT.	COCOMBIA INT.	WACLOLINI.	WALL ST INT	BIRCEL INTERSECTION	KNOTT INTERSECTION	WILLIAM WITE STREET	GEGENNOOD WIT	OUNEX MINITURE.	PITTO NOT THE	POWERS INT	FRANKLIN INT	CONNERS INTERSECTION	WELLS ACRES INT	KNOTT INTERSECTION	BUTLER MKT RD	ATUST NE	COOCET NO.	SOYD ACRES ROAD	14TH ST., NW/SW	MT. WASHINGTON	4TH St.	BUTLER MKT. RD.	MAHOGANY	SKYLINE RANCH RD.	EMPIRE	MT. WASHINGTON	HGB (2008)	WALL	GALVESTON	14TH ST., NW	WALL	HWY 20 (N)	INDUSTRIAL WAY	ROND DA.	COLLEGE WAY	MONTH ON	(N. (ERMINOS)	BOYD ACRES RD.	8TH ST	AMERICAN LANE	MURPHY	REED MKT. RD.	LODGEPOLE	MARINER	COOLEY	Took one
N/A	N/A	N/A	2/2	2 /A	N/A	N/A	N/A	N/A	N/A	2(2)			Z 3/A	N/A	NE 27TU	HUNNEL	ROBALLANE	BUTLER MKT RD	COLORADO	14TH ST.	8th St.	OCKER DR.	POPLAR	MT, WASH, DRIVE	(N. OF N. FIRE STATION)	COLLEGE WAY	IZTH ST.	3RD ST., NE	WALL	RIVERSIDE AVE.	PARKWAY	SEVERE	ROND	PARKAL WAY	WALLST	SAGINAVV	CLAUSEN DR (E/W)	8TH ST.	UGB (2000)	MURPHY	KNOTT	POWERS	POPLAR	HALFWAY	To	•
4	4	4	4	4	4	4	4	4	4	4.				. u	. w	ω.	ω	ω	ω	w	ω	w ·	ω ,	ω (υu	·ω	ω	w	ω.	ωί	u u	ىن د	ى) زى	, (υ	ω	w	w		113	ω	ינט	wi	، د س	ωı	E	Category
Þ	Þ	Þ	Þ	Þ	Þ	Þ	۶	Þ	Α	· >	٠ .		> 1:	• •	0	n	n	C	C	n	n	o 1	n 1	0 (י ר	· n	O	n	ი	റ	י ר	, (חח	n	n	n	n	<u>.</u> ٥	0					חר	Need (2)	
Single Lane Roundabout	Single tane Roundabout	Upgrade Traffic Signal/Intersection	Single Lane Roundabout	Single Lane Roundabout	Single Lane Roundabout	Full Signal/Intersection Improvements	New Traffic Signal	Single Lane Roundabout	Signal Modification	Signal Modification	Single Lane Roundabout	single tane Roundabout	Single Lane Roundabout	Bike Lane Infill (Parking Removal), Sidewalk in	Curb, Sidewalk Infill	Sidewalk Infill	Sidewalk Infili	Sidewalk infill	Sidewalk Infill	Curb, Bike Lanes, Sidewalk Infill	Sidewalk Infill	Bike Lane Infill (Parking Removal)	Outh Bike lanes Sidowall India, Sidowalk I	Control Wilderston Clark Biss Land St.	Multi-use Trail, Curb, Sidewalk Infill	Multi-use Trail, Curb, Sidewalk Infill	Sidewalk Infill	Bike Lane Infill (Parking Removal)	Blke Lane Infill (Parking Removal)	Sidewalk Infili	Cura, Sidewalk Intil	Sidewalk Infill	Sidewalk Infill	Bike Lanes, Sidewalk Infill	Curb, 8ike Lanes, Sidewalk Infill	Sidewalk Infill	Sidewalk Infill	Sidewalk Infill	Curb, Sidewalk Infill	Sidewalk infili	Curb. Bike tange sidewalt fatil	Sidewalk Infili	Sidewalk Infill	Partial Widening Circh Discharge Statement		
1,300,000	000 00F 1	295,000	1,300,000	1,300,000	1,300,000	950,000	413,000	1,300,000	210,000	210,000	1,300,000	1,300,000	1,300,000	298,480	92,610	55,440	70,000	189,000	15 400	380,500	60,700	0/6/177	329,350	270,970	1,294,500	866,850	49,980	58.800	000 0SE	50,400	199,430	18,900	28,000	34,600	443,950	63,000	28,875	47.250	706 188	71 560	25,760	149,450	118,950	613,590	Total \$	
. ,		•				,	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	585,000		•	,	,				,	,			,	•		,		,	•	ŀ			•	,		•	•							i	,			NonGrowth \$	
																									ы																				۵	
1,300,000	1 200,000	295,000	1,300,000	1.300.000	1300.000	000 020	413,000	715,000	210 000	210,000	1,300,000	1,300,000	1,300,000	298,480	92,610	55,440	70,000	189,000	15,400	000,28	56,700	221,970	329,350	270,970	1,294,500	866,850	49,980	22,000	350,050	50,400	199,430	18,900	28,000	34,600	443,950	53 (28,875	47 750	702,130	705,550	25,760	149,450	118,950		Growth \$ Growth %	

Table C-1 (Amended)
Fiscally-Constrained SDC Project List
Proposed Projects with Allocated Funding

60%	71,060,314	47,428,191	118,488,506							(1) Category Legend
			-						Improvement Projects	
100%	150,000		150,000	Pedestrian Crossing	C	ve	3			:
100%	99,890	·	99,890	Curb, Bike Lanes, Sidewalk Infili	(ט נ	000 (2000)	ET INT	HWY, 20 (E) / GREENWOOD	GREENWOOD (E)
100%	36,225	•	36,225	Sidewalk Infill	, (ט ע	TETT (31.	27TH ST	HWY, 20 (E) / GREENWOOD	GREENWOOD (E)
100%	181,790	•	181,790	cure, Sidewark Intill	, (ייי	TOTH ST	3RD ST NE	HWY, 20 (E) (GREENWOOD)	GREENWOOD (E)
100%	274,400		274,400	care, sidewark Intill	י ר	5 (DIVISION ST (NI)	EMPIRE	HWY. 20 (N) / 3RD ST.	3RD ST. (N)
100%	234,654		234,654	Curb Sidewalk Intill	י ר	ο (GREENWOOD	REVERE	HWY. 20 (N) / 3RD ST.	3RD ST. (N)
100%	348,810		248,810	Circle Bible Langer Sideworld Hell	٠ ·	φ,	REVERE	DIVISION ST. (N)	HWY. 20 (N) / 3RD ST.	3RD ST. (N)
22%	46,443	163,557	000,012	Ourh Rike James Sidewolft Intil	α Ι	y ·	EMPIRE	HWY 97 (N)	HWY. 20 (N) / 3RD ST.	3RD ST. (N)
30%	975,000	2,2/5,000	3,230,000	Signal Modification		۰	N/A	GREENWOOD INT.	HWY. 20 (N) / 3RD ST.	3RD ST. (N)
23%	7,933	27,067	35,000	ODOT FACILITY	Δ (9	BUTLER MARKET RD.	EMPIRE	HWY 97 (S)	Hwy 97/Parkway
15%	25,926	149,074	25,000	Rail Crossing for Bibe tames 8. cidemath	0	on ·	N/A	RAILROAD CROSSING	OLNEY AVE	NEFF/OLNEY
%	13,312	889,797	175,000	Sidewalk infill over Canal	a	(n	N/A	CANAL CROSSING	H/ CHINA HAT	PONDEROSA/CHINA HA CHINA HAT
17%	11,059	52,584	175 000	Sidewalk Infill over Capal	റ	(n	N/A	CANAL CROSSING	KNOTT RD	KNOTT
2,9%	071,064	52,520	63.647	Bike Lanes, Sidowalk Infill	n	ري ري	N/A	UNDERCROSSING	FRANKLIN	FRANKLIN
50%	945,000	1 197 500	1 697 640	CANAL CROSSING	C	(r	N/A	CANAL CROSSING	EMPIRE AVENUE	EMPIRE AVE.
35%	4,562,956	4,844,044	1 900,000	New Bridge	0	ъ	N/A	RIVER CROSSING	ARCHIE BRIGGS RD.	AKCHIE BRIGGS
31%	403,727	000000	7 507 000	Overpass of the existing railroad	œ	ŀΛ	N/A	RAILROAD CROSSING	MURPHY ROAD	MORPHY
34%	403 737	206 272	1 300 000	Single Lane Roundabout	Ö	4	N/A	COLUMBIA INT.	SIMPSON AVE	VIII IBBEY
318	104 487	228.513	333,000	Roundabout Upgrade	Ü	4	N/A	THIN ST. INI.	SIMPSON AVE	SIMPSON
79%	95 653	237.347	333,000	Roundabout Upgrade	0	4	N/A	COLORDO INI.	SINDSOM AVE	NOSAMIS
100%	1.300,000		1,300,000	Single Lane Roundabout	n	4	N/A	COLOBADO INT	SIMPSON AVE	SIMPSON
200%	182,000	•	182,000	HAWK Signal		4.	26	COLINTRY CLUB INT	KNOTT RD	KNOTT
34%	439,568	860,432	1,300,000	oingle Lane Roundabout	, a		N/A	HAWTHORNE INT	3RD ST, SE	3RD ST. (S)
33%	850,501	1,737,980	2,588,482	Shafe facility cane Addition		. د	N/A	PARRELL INT.	CHASE RD	POWERS/CHASE
36%	146,262	265,738	412,000	Show Teatific Council () and A delice	p (. م	N/A	PURCELL INTERSECTION	NEFF RD	NEFF/OLNEY
34%	180,690	343,310	524,000	Single Lane Boundabout		Δ.	N/A	BROSTERHOUS INT.	MURPHY ROAD	MURPHY
9%	121,513	1,1/8,48/	1,300,000	Single lane Roundishout	1 00	4	N/A	COUNTRY CLUB INT.	MURPHY ROAD	MURPHY
41%	4,304	6,196	1 200 000	Single Lane Roundahout	(0)	4	N/A	CHINA HAT INT.	KNOTT RD	KNOTT
27%	353,261	946,/39	000,000	Restriction		4	N/A	JAMISON INTERSECTION	EMPIRE AVENUE	EMPIRE AVE.
23%	303,987	996,013	1,300,000	Single Lane Roundahout	œ	4	N/A	WELLS ACRES RO. INT.	BUTLER MKT. RD	BUILER MARKET
22%	280,889	111,610,1	1,300,000	Single Lane Roundshout	(33	4	N/A	PETTIGREW INT.	BEAR CK, RD	BEAR CREEK
26%	106,/25	306,2/5	1 222 222	Single lane Roundabout	9	4	N/A	WILSON INTERSECTION	15TH ST	151H ST.
27%	57,494	152,506	210,000	New Traffir Signal	D	. 4	N/A	REVERE INT.	4TH ST, NE	ATH ST.
100%	460,000		210,000	Signal Modification		4	N/A	BADGER INT.	3RD ST, SE	3RD ST. (S)
100%	3,680,000		3,020,000	Upprado Traffic Signal/Interroction	Þ.	4	N/A	3RD ST. INT.	WILSON	WILSON
100%	430,000		000,084	Multi-lane Roundahout	Þ	4	N/A	BROSTERHOUS/3RD INT.	E) REED MKT. RD	REED MARKET RD. (E)
100%	3,100,702		201,001,6	Signal Modification/lane Addition	> :	4	N/A	3RD ST. INT.		POWERS/CHASE
100%	430,000		430,000		Þ :	. 4	N/A	BUTLER MKT, INT.	EMPIRE AVENUE	EMPIRE AVE.
100%	3,100,000	r	3,100,000	Signal Modification (tage a dubit)	Þ.)	4.4	N/A	3RD/HWY 20(N) INT.	EMPIRE AVENUE	EMPIRE AVE.
100%	1,500,000	•	1,500,000	While in the Round About	> :	. 4	N/A	PURCELL INTERSECTION	EMPIRE AVENUE	EMPIRE AVE.
100%	3,600,000		3,600,000	Widen rame; add through lance;	>)	. 4	NORTHBOND RAMP	US 97	EMPIRE AVENUE	EMPIRE AVE.
Growth %	Growth \$ 0	NonGrowth S	100215	- 1	١.	4	SOUTHBOND RAMP	US 97	EMPIRE AVENUE	EMPIRE AVE.
	! !	·	Treal o	(2) Description	Need (2)	(£)	То	From	Street Name	Corridor
						Category				

⁽¹⁾ Category Legend

1 = New Road Construction, 2 = Full Modernization, 3 = Partial Modernization, 4 = Intersection Modernization, 5 = Crossing Structures, 6 = Others, 7 = Completed, 8 = Studies, 9 = ODOT Facility, 10 = TSP Project No Improvement Planned

(2) Need Legend

A = Capacity, B = Safety, C= Multimodal, D = Other

Table C-2

Sample SDCs p	er Unit by Land Use Type with Trip Rates and Adj Name	Units [1]	PM Peak-Hour Trips [2], [3], [4]	Pass-By Trip Rate	Diverted Link Trip Rate	Adjusted Peak- Hour Trips	Fiscally- Constrained SDC per PM Peak Hour	Fiscally- Constrained
INDUCTOR						**************************************	Trip End	SDC per Uni
INDUSTRIAL	T				r	r		80.003
110	General Light Industrial	KSF	0.98	0	0	0.98	\$4,446	\$4,360
120	General Heavy Industrial [5]	KSF	0.48	0	0	0.48	\$4,446	\$2,130
130	Industrial Park	KSF	0.86	0	0	0.86	\$4,446	\$3,820
140	Manufacturing	KSF	0.74	0	0	0.74	\$4,446	\$3,290
150	Warehouse	KSF	0.47	0	0	0.47	\$4,446	\$2,090
151	Mini-Warehouse	KSF	0.26	0	0	0.26	\$4,446	\$1,160
152	High-Cube Warehouse	KSF	0.12	0	0	0.12	\$4,446	\$530
RESIDENTIAL		,						
210	SF Detached	DU	1.01	0	0	1.01	\$4,446	\$4,490
220	Apartment	DU	0.62	0	0	0.62	\$4,446	\$2,760
230	Condo/Townhouse (includes Duplex/Triplex)	DU	0.52	0	0	0.52	\$4,446	\$2,310
240	Mobile Home	Occupied DU	0.56	0	0	0.56	\$4,446	\$2,490
-	Accessory Dwelling Unit (ADU) [6]	DU	0.27	0	0	0.27	\$4,446	\$1,200
252	Senior Adult Housing - Attached	Occupied DU	0.11	0	0	0.11	\$4,446	\$490
253	Congregate Care Facility	Occupied DU	0.17	0	0	0.17	\$4,446	\$760
LODGING								
310	Hotel	Room	0.59	0	0	0.59	\$4,446	\$2,620
320	Motel	Room	0.47	0	0	0.47	\$4,446	\$2,090
RECREATION				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
411	City Park	Acres [7]	0.09	0	0	0.09	\$4,446	\$400
417	Regional Park	Acres	0.2	0.2	0.2	0.13	\$4,446	\$570
430	Golf Course	Holes	2.74	0	0.2	2.19	\$4,446	\$9,750
435	Multipurpose Recreation Facility	KSF	5.77	0.12	0.2	4.06	\$4,446	\$18,060
444	Movie Theater w/ Matinee	KSF	3.8	0.2	0.2	2.43	\$4,446	\$10,810
493	Athletic Club	KSF	2.15	0	0.5	1.08	\$4,446	\$4,780
495	Recreational Community Center	KSF	1.64	0	0.5	0.82	\$4,446	\$3,650
INSTITUITION	7							
520	Elementary School [7]	Student	0.15	0	0.2	0.12	\$4,446	\$530
522	Middle School	Student	0.15	0	0.2	0.12	\$4,446	\$530
530	High School	Student	0.14	0	0.2	0.11	\$4,446	\$500
540	Junior/Community College	Student	0.14	0	0.2	0.11	\$4,446	\$500
550	University/College	Student	0.21	0	0.2	0.17	\$4,446	\$750
560	Church	KSF	0.66	0	0.2	0.53	\$4,446	\$2,350
565	Day Care	KSF	13.18	0.3	0.7	2.77	\$4,446	\$12,310
591	Lodge/Fraternal Organization	Members	0.03	0	0	0.03	\$4,446	\$130
MEDICAL	P. (1)							
610	Hospital	KSF	1.18	0.1	0.2	0.85	\$4,446	\$3,780
720	Medical-Dental Office	KSF	3.72	0.1	0.52	1.61	\$4,446	\$7,140
OFFICE		,						
710	General Office [11]	KSF	1.49	0.3	0.3	0.73	\$4,446	\$3,250
715	Single Tenant Office Building	KSF	1.73	0	0.1	1.56	\$4,446	\$6,920
750	Office Park	KSF	1.5	0	0.1	1.35	\$4,446	\$6,000
760	Research & Development Center	KSF	1.08	0	0.1	0.97	\$4,446	\$4,320
770	Business Park	KSF	1.29	0	0.1	1.16	\$4,446	\$5,160
RETAIL								
812	Building Materials & Lumber	KSF	4.49	0.2	0.35	2.33	\$4,446	\$10,380
813	Free-Standing Discount Super Store	KSF	3.87	0.21	0.37	1.93	\$4,446	\$8,560
814	Specialty Retail	KSF	2.71	0.3	0.5	0.95	\$4,446	\$4,220
815	Discount Store	KSF	5.06	0.3	0.55	1.59	\$4,446	\$7,090
816	Hardware/Paint Store	KSF	4.84	0.3	0.55	1.52	\$4,446	\$6,780
817	Nursery(Garden Center)	KSF	3.8	0.2	0.35	1.98	\$4,446	\$8,790
820	Shopping Center [11]							
	< 100,000 sq ft	KSF	6.29	0.56	0.11	2.46	\$4,446	\$10,950
	100,000 - 300,000 sq ft	KSF	3.7	0.39	0.12	1.99	\$4,446	\$8,830
		KSF	2.12	0.38	0.26	0.97	\$4,446	\$4,320
	Over 300,000 sq ft	Nor	2.12	0.00	0.20	0.07	V1,110	41,020
841	Over 300,000 sq ft New Car Sales	KSF	2.64	0.34	0.13	1.52	\$4,446	\$6,740
841 843								Selvan Awa

Table C-2

Sample SDCs per Unit by Land Use Type with Trip Rates and Adjustments

ITE Code	Name	Units [1]	PM Peak-Hour Trips [2], [3], [4]	Pass-By Trip Rate	Diverted Link Trip Rate	Adjusted Peak- Hour Trips	Fiscally- Constrained SDC per PM Peak Hour Trip End	Fiscally- Constrained SDC per Unit
850	Supermarket	KSF	8.33	0.36	0.38	3.31	\$4,446	\$14,700
851	Convenience Market (24 hour)	KSF	52.41	0.62	0.38	7.95	\$4,446	\$35,330
854	Discount Supermarket	KSF	8.9	0.09	0.21	6.40	\$4,446	\$28,450
861	Discount Club	KSF	4.24	0.28	0.21	2.41	\$4,446	\$10,720
862	Home Improvement Superstore	KSF	2.45	0.28	0.24	1.34	\$4,446	\$5,960
863	Electronics Superstore	KSF	4.5	0.4	0.33	1.81	\$4,446	\$8,040
880	Pharmacy w/o drive through	KSF	8.42	0.53	0.38	2.45	\$4,446	\$10,910
881	Pharmacy w/ drive through	KSF	8.62	0.49	0.38	2.73	\$4,446	\$12,120
890	Furniture Store	KSF	0.46	0.53	0.31	0.15	\$4,446	\$660
911	Walk-In Bank	KSF	9.42	0.49	0.26	3.56	\$4,446	\$15,810
912	Drive-In Bank [8]	KSF	11.23	0.49	0.26	4.24	\$4,446	\$18,840
931	Quality Restaurant	KSF	1.8	0.44	0.27	0.74	\$4,446	\$3,270
932	High Turnover (Sit-Down) Restaurant	KSF	9.92	0.44	0.55	2.50	\$4,446	\$11,110
933	Fast Food w/o Drive-Thru	KSF	23.15	0.44	0.55	5.83	\$4,446	\$25,940
934	Fast Food With Drive-Thru	KSF	34.64	0.44	0.55	8.73	\$4,446	\$38,810
935	Fast Food WithOut Drive-Thru With No Indoor Seating (Espresso Stand)	KSF	60	0.44	0.55	15.12	\$4,446	\$67,220
936	Drinking Place	KSF	11.34	0.1	0.7	3.06	\$4,446	\$13,610
944	Gas Station	Fueling Positions	13.86	0.62	0.38	3.27	\$4,446	\$14,520
945	Gas/Service Station with Convenience Market	KSF	48.19	0.62	0.38	11.35	\$4,446	\$50,480
947	Self-Service Car Wash	Wash Stalls	5.54	0.43	0.38	1.96	\$4,446	\$8,700
948	Automated Car Wash	KSF	14.12	0.43	0.38	4.99	\$4,446	\$22,190

[1] <u>Land Use Units</u>:

[2]

[3]

[4]

[5]

[6]

KSF = 1,000 gross square feet building area

DU = dwelling unit

Room = number of rooms for rent

Fueling Positions = maximum number of vehicles that can be served simultaneously.

Student = number of full-time equivalent students enrolled

Table C-2 updated to reflect ITE 7th Edition, except where better local data or there wasn't a rate in the 7th edition. This is highlighted in yellow.

Supplemental local trip surveys are highly recommended for uses characterized by 3 or fewer surveys. ITE recommends a minimum of 3, and prefers 5 or more surveys.

See SDC Methods Report for developing alternate rates.

Trip rates are based on 7th Edition ITE Trip Generation report, unless otherwise noted

ITE does not publish a PM peak hour rate per KSF for this use in the 7th or 8th Edition of ITE Trip Generation. The ratio of daily to PM peak hour trips by ACRE from the 8th Edition were used to determine the rate.

dwelling as the primary use. ITE does not publish a rate for this use. ITE Code 251 (Senior Detached Housing) from the 8th Edition ITE Trip Generation report was used for the rate.

The existing SDC rate is based on *ITE Trip Generation 7th Edition*, which lists a PM peak rate of 0.28 trips/student, based on the "PM peak of the site" (i.e., when school lets out), as "PM peak of side street traffic" (i.e. 4:00 pm to 6:00 pm) is not published in the 7th Edition. The revised SDC rate is based on *ITE Trip Generation 8th Edition*, which lists a PM peak rate for elementary schools of 0.15 trips/student. This rate is based on the newly published PM peak of the side street traffic, which is consistent with the rates used for the majority of other land use types.

[7][8] Trip rate based on local survey information.